

GRAIN & FEED JOURNALS

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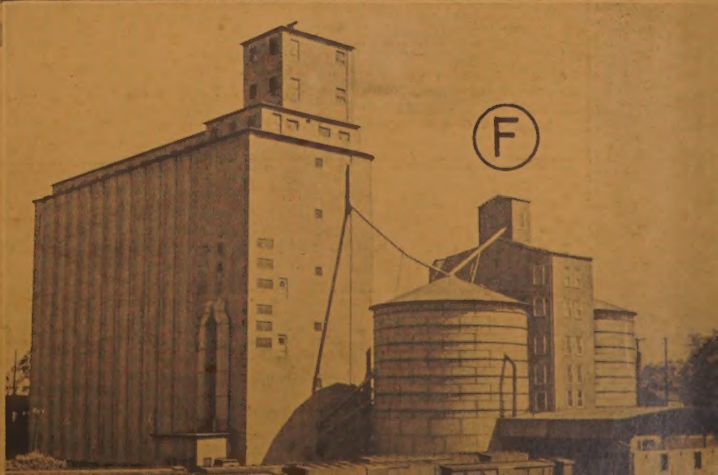
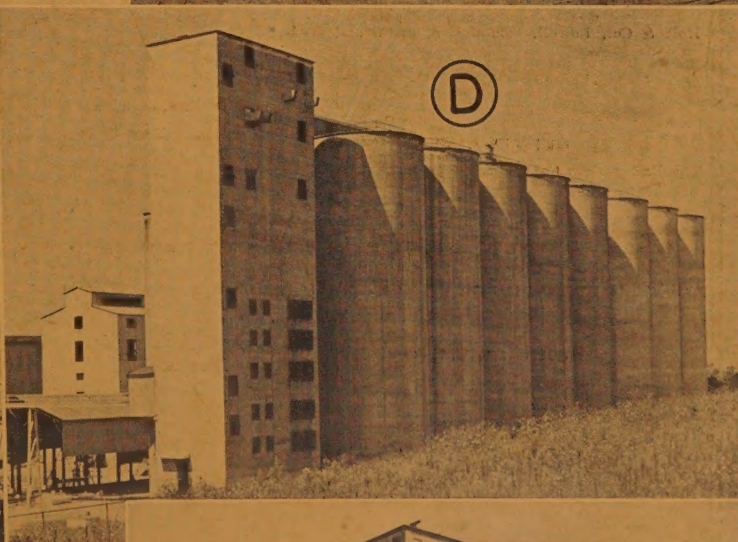
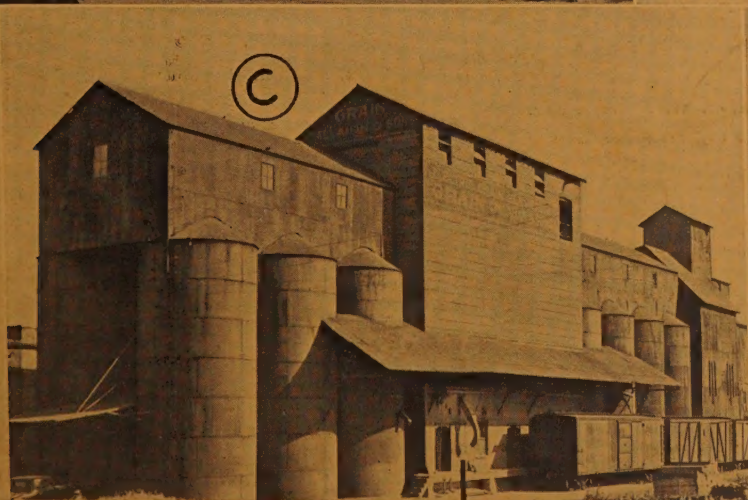
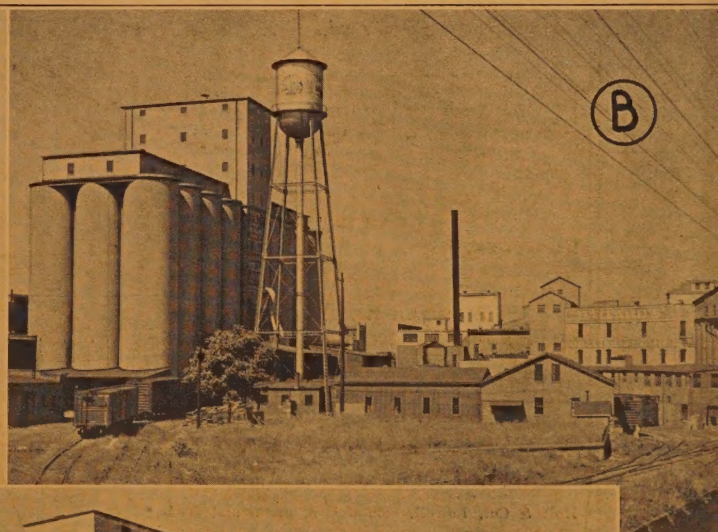
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A Merger of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter

Six of Louisville's Grain Handling Plants

Others are illustrated on pages 250, 251, 252 and 256

A—The Gold Proof Elevator; B—Ballard & Ballard Co.'s Elevator "B" and Mill Elevator and Mills; C—Electric Grain Elevator of Callahan & Sons; D—Buckeye Cotton Oil Co.'s Elevator; E—Kentucky Public Elevator; F—Elevator "C" of Ballard & Ballard Co.



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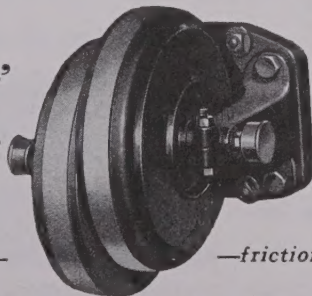
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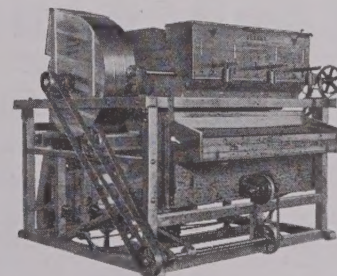
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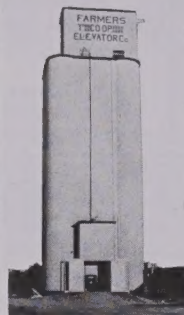
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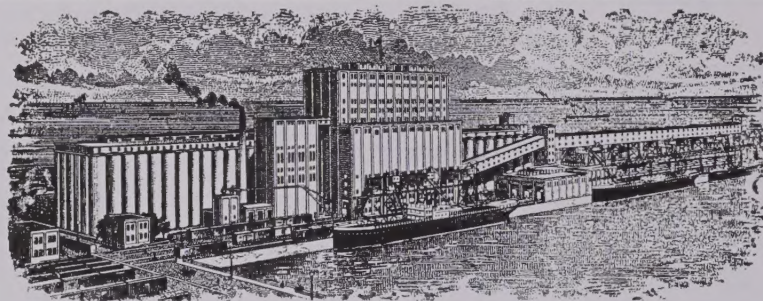
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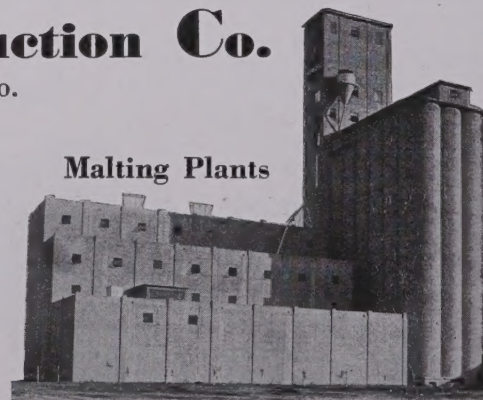
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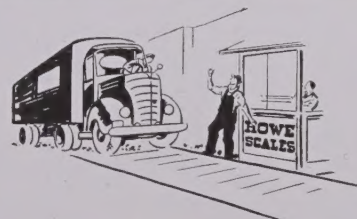
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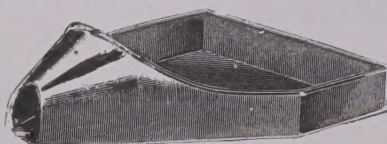
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WANT—Position as bookkeeper and stenographer in grain business; have had 15 years' experience; best of references. Address 85T8, Grain & Feed Journals, Chicago.

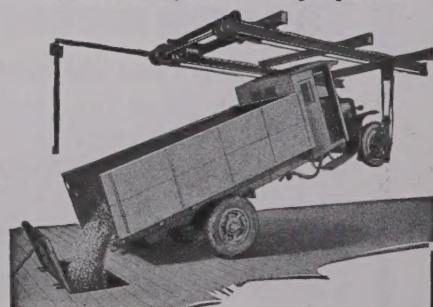
WANTED—Position as manager of grain elevator; 15 years experience in grain, coal, feeds. Can keep set of books and records. Address 85Q11, Grain & Feed Journals, Chicago.

POSITION as manager or assistant in grain elevator wanted; 14 years experience in the grain, coal and feed business; good references. Address 85T3, Grain & Feed Journals, Chicago.

TRAFFIC manager, age 46, married; 11 yrs. railroad, 11 yrs. Board of Trade, 7 yrs. Commercial Traffic; I.C.C. practitioner; expert all transit privileges, particularly grain, grain products, feed; excellent references. Address 85R11, Grain & Feed Journals, Chicago.

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Chicago, Ill.



MOST of the men who publish successful farm papers have to be pretty level-headed observers of farming and all the things which affect it. When one of these publishers, W. J. Allen, of the Dakota Farmer, took a look at the railroad situation, he asked himself this question:

"Why get all hot and bothered about the railroads? The trains are running, pretty well on time; passengers are being handled safely, in far more comfort and at lower fares than formerly; freight is being handled more rapidly over long distances than ever before; . . . the public seems to be getting right well served—why stew?"

Having asked this question, Mr. Allen answered it. And here's what he said:

"Because the hard fact is that the combination of circumstances and conditions has made a great many of the roads lose money; they can't continue that forever and also continue to operate properly; and the roads are absolutely essential to the Dakotas. Their welfare is of vital interest to Dakotans. Is it necessary

to prove that? . . . Not to anyone who has a real conception of the tonnage that must be moved into and out of Dakota, if people are to stay here and thrive, and which must move by rail."

You can substitute any other farm section for the Dakotas, and these same statements will apply. American farmers need the railroads—and the railroads need the farmers' friendship and support.



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ASSOCIATION OF AMERICAN RAILROADS

WASHINGTON, D. C.

Daily Net Trades and Changes in Price

Paul Mehl of the Commodity Exchange Administration, writing in the Journal of Farm Economics, considers the trading in wheat and corn futures in relation to price movements. He writes:

The daily net changes in price here considered are the daily nets of the one-eighth-cent fluctuations that occur in the price of the dominant or most active future between the opening and close of the futures market. They represent the net result of the trading for the day on the price of the dominant future.

The stability of a futures market also is judged by the size of the daily net changes in price. The net opening-to-close change in price, of course, is only a fraction of the total distance the price moves during the trading session. Likewise, the daily net purchase or net sale of each class in terms of bushels may be much smaller than the total of the purchases or the sales.

The daily net change in price is not always the same percentage of the total price movement nor is the net trade a constant percentage of the total trading done by any one class. This being the case, the relationship between the daily net trades of each of the various classes of traders and the daily net of the opening-to-close price changes is likely to be considerably less than the relationship between the daily aggregate of all price changes and the total trading of each class.

Generally, only a small percentage of the variation in the daily net opening-to-close changes in price of the dominant wheat and corn futures is related to the daily net trades of any single class of traders. During the period August, 1937-June, 1938, the maximum percentage was less than 25. The highest relationship between the net change in price and the net trade of any single class of traders in Chicago wheat futures was for the reporting speculators. For August-December, 1937, the simple correlation coefficient is +0.48 and for January-June, 1938, +0.46, as is shown in table 3. In corn futures, the closest association was with the net trades of the reporting speculators for the 1937 period and with those of the round lot-job lot spreaders in the 1938 period. The coefficient for the reporting speculators in corn futures during the former period is +0.48, whereas in the latter period it is but +0.12. This marked decrease in the degree of relationship illustrates the dynamic character of the futures market.

Although the daily trading, purchases plus sales, of the non-reporting traders showed a high relationship to the daily number of price fluctuations and to the daily range in price, the association between the daily net trades of that class and the daily net opening-to-close change in price was small for both the August-December, 1937, and the January-June, 1938, periods. The relative unimportance of the non-reporting traders when the daily net trade of the class was related to the net opening-to-close change in price of the dominant future is readily explained.

The daily net trades of the class of non-reporting traders are primarily those of the traders within the class who are small speculators and small hedgers, principally the former. As previously stated, the scalpers and "in-and-out" traders account for most of the trading of the class but, because the purchases and sales of each of these groups practically offset each other daily, the size of the net trade of the class of non-reporting traders is a much smaller percentage of the total purchases and sales than in the case of the reporting speculators or reporting hedgers.

[Concluded on page 242]

GRAIN & FEED JOURNALS

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LETTERS on subjects of interest to those engaged in the grain, feed and field seed trades, news items, reports on crops, grain movements, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

CHICAGO, ILL., SEPTEMBER 25, 1940

TRICKY TRUCKERS are imposing on so many grain buyers and producers, the wonder is that men of experience will have any dealings with strange nomads.

ONE ENCOURAGING sign of the times is that elevator men who have stocked a full line of the best feeds obtainable soon experience such an increase in their trade, they take the next step and equip their plants for grinding and mixing feeds.

AIR CONDITIONED offices are becoming increasingly popular with elevator managers throughout the surplus grain states and one enterprising Iowa operator has found relief in a new arrangement of his roof so as to provide for the storage of three inches of water throughout the summer months. Of course, when Jack Frost approaches, the water can be drained off and the tin roof used to attract the heat. We feel certain that in another season all elevator offices will be more comfortable.

EDUCATION of merchandisers to the provision of the Robinson-Patman Act prohibiting discriminating discounts in the guise of alleged brokerage seems to be progressing too slowly, as the Federal Trade Commission even now continues to issue complaints against transgressors, who are due for a cease and desist slap on the wrist.

TRUCK OPERATORS are avoiding much worry and some trouble by insuring against all the hazards of ownership and including the cost of insurance against the hazards of operation. The insurance companies aim to relieve the truck owners of all liability, and those helped by the trucking service should expect to pay for the protection in the cost of service.

AS THE country elevator installs more and more machinery for cleaning, treating and grinding grain the hazards of the plant are materially increased and operators soon become accident-minded and provide safe-guards for the protection of themselves, their employees and customers and then follow this precaution up with accident insurance that relieves them of a world of worry.

WEIGHING grain for itinerant truckers is a service that merits liberal compensation for the elevator operator, who at considerable expense provides dependable truck weighing facilities and is clearly entitled to more than a liberal return on his investment as well as a liberal compensation for his services. Some elevator operators are insisting on a dollar a load weighing fee and this, of course, induces truckers to drive around to some cheap guy who will weigh his load for nothing. The elevator operator knows full well that the trucker is competing with him for the farmers' grain and in weighing the truckers' loads for a pittance he assists and encourages the itinerant grain merchant although he is under no obligations whatever to serve the roving trader.

GRAIN ELEVATOR operators who employ six or more in some states and eight or more in all other states are interested in a fairer interpretation of the provisions of the Fair Labor Standards Act and should utilize every opportunity to demand fairer consideration. Naturally, all the bureaucrats are a unit in wishing and scheming for more power over the slaves and they will persist in striving to enforce broader interpretations of the wage and hour laws now strangling business. The more general use of combines and large trucks expedites the annual rush of grain to market, so it is necessary for the elevator operator to work longer each day in order to conserve the farmers products. The labor board agreed to such an exemption, but a protest has delayed its effect.

MANY isolated country elevators have been saved from burning through the prompt use of fire extinguishers and water barrels kept filled with non-freezing solution so all cautious elevator operators are equipping their plants for extinguishing fires in their incipiency and frequently inspecting their equipment to make sure it is in condition for effective use.

SEASONAL EXEMPTION for grain elevators, held up by objections of labor organizations having hardly any membership among country grain elevator workers, deserves favorable consideration when formal hearings are held next month. Millions of farmers are dependent upon the elevators for marketing facilities, while it is safe to say not one-tenth of one per cent of the country elevator workers are members of any labor organization.

THE BUILDING of storage annexes at country points gives conclusive proof of the country grain dealer's confidence in his ability to handle the surplus crops of the land economically and profitably. The steel bins of the CCC were never needed and their use has cost the government much more for storage than it has been willing to give the elevator operator. Just why this discrimination against men of experience who have modern facilities for the efficient handling of grain has not yet been determined. Grain dealers who resent the government's unfair discrimination should protest vigorously and continually.

FARMERS who are asking that the government extend its no recourse loan policy to soybeans have a short memory. They have forgotten that a few years ago when other grains "helped" by the government plummeted to the lowest levels in history, the price of soybeans under the influence solely of private enterprise and untouched by government "benefit" payments, soared to high prices. So profitable was the crop that growers greatly expanded their acreage. In October, 1939, soybeans and wheat sold at about the same low price in October, at Chicago, 82c for contract wheat and 81¾c for contract soybeans. By December, wheat had crawled up to \$1.10 with government backing, while soybeans, unaided by government charity zoomed to \$1.28½ in December, altho the crop was a record-breaker, at 87,409,000 bus., against the 10-year, 1928-37, average of 21,833,000 bus. To sustain the price of any commodity private enterprise has at its command all of the capital of the country, while government has only the percentage of the capital it can take from the people by taxation. For every dollar the government throws in to support the price it frightens off several dollars of private capital.

DEALERS handling feeds who have neglected their publicity now have an opportunity to advertise their business effectively by tying up with the National Feed Week program.

THE 1940 CROP of wheat will long be remembered by elevator men without facilities for cleaning out the weed seeds. Discounts for heating are far more expensive than modern cleaners.

REPORTS from different crop investigators traveling the corn belt claim the fields give every indication of greater variation in quality this year than for several crops, so it behooves buyers to inspect all offerings more carefully than usual. The fields are spotted.

WHETHER Michels Grass is a rye variety or a true perennial hybrid may afford an interesting controversy to agronomists, but the fact remains this seed is a valuable addition to our fodder crops where adapted. As the seed can not be distinguished from rye it should be purchased only from reliable seedsmen.

THE ABANDONMENT by one Kansas railroad of 99 miles of line, thus depriving 20 elevators of their rail shipping facilities, should caution those planning to build a grain elevator to consider carefully whether the railroad on which the elevator is to be built is likely to continue in operation permanently.

GRAIN DEALERS generally are thoroughly dissatisfied with some of the provisions of the new storage agreement, but no changes will be made until the members of the trade unite in requesting definite changes of the most objectionable features and then persist in demanding their elimination from the contract.

SEED TESTING laboratories were so overwhelmed with demands for their services last year that many are forced to increase their seed testing fee in order to provide sufficient, trained helpers to give the prompt service demanded. This, of course, means that farmers are discriminating more sharply against impurity and low germination. The greater pains buyers of grain and field seed take to impress the value of such service on their farmer customers, the easier will it be for them to pay a satisfactory price for the resulting crop.

EVERY ELEVATOR operator of experience knows full well the necessity of keeping the pit under the dump clean and clear of rubbish, otherwise satisfactory operation cannot be expected. One spring wheat owner of an elevator, recognizing the advantage of cleanliness, cleaned out the pit, but released the air pressure of the dump which fell and crushed him. He knew the dump would come down quickly, but he was slow in getting out. An alert man should be assigned to work in dangerous locations or else a second man sent to guard him against disaster.

SO MUCH wheat was sacrificed to smut in the Ohio valley this year it should be easy for grain buyers to interest growers in carefully treating and cleaning all their seed this fall. The comparative yields from plots sown with treated and untreated seeds should easily convince every grower of the folly of sowing infested seed without first treating for smut.

THE ASSOCIATION of American Railroads in its recent report shows that during the thirty-seven weeks ending September 14th, 1,315,140 cars were loaded with grain and grain products against 1,363,771 cars in the same period of 1939 and 1,407,571 cars for the same period of 1938. Evidently, the truckers and barges are getting more of the freight or else the CCC is holding more of the grain back in the country, so the railroads may be deprived of the opportunity to serve the grain producers of the land as they originally intended.

Diesels Gaining Favor with Elevator Operators

So far this year our news columns have recorded the installation of thirty-one Diesel engines which have effected a marked reduction in the cost of power, and the enterprising pioneers who have persisted in their demands for reduced rates for electric current have been amazed at the economy effected.

Some have even gone to the expense to expand their feed business and install larger power units. The Diesel engine does not call for a monthly guarantee even when business is on the toboggan so the fortunate owner knows that when business is slack his expense for power shrinks in keeping with the declining business.

Watching Farm Liens Avoids Loss

Cautious grain buyers are now taking extra pains to keep posted regarding liens or mortgages on farmer's crops and some of the governmental lending agencies are favoring dealers who buy in the open market with information regarding liens they hold against farmers' grain. Where the dealers of a county co-operate in obtaining a weekly report on mortgages and liens recorded, many losses are avoided.

One Iowa dealer who paid \$800.00 for mortgaged grain recently is, naturally, disposed to denounce swindling farmers and rightly so, but it would prove quite expensive to recover his loss if the swindler is without property.

The laws of some states provide that selling mortgaged property is a penitentiary offense. The only reason such a statute has not been provided in every grain growing state is that the grain buyers have not demanded it.

Weevil in Farm Stored Grain

Buyers of farm stored wheat were offered so many lots of old wheat last year that were badly infested with weevil they will, no doubt, exercise great caution in bidding for the old grain now coming on to the market.

The more closely buyers inspect each lot offered, the less probability of their houses becoming infested with insects. Some shipments have been graded sample because of live weevil and condemned as "unfit for human consumption."

Frequent inspection of any lots of infested grain is necessary if the elevator man is to avoid heavy losses especially on grain that has been long stored on the farm.

The Grain Dealer in Politics

If business men generally took a more active interest in the selection of legislative candidates who clearly understand the needs of business, it would be less difficult for business men to obtain a more intelligent consideration of their demands for legislation which will protect and encourage expansion and the employment of more people.

Elevator men, generally, fully recognize that government cannot crucify the employer without hurting the employees. The interests of both are largely dependent upon favorable consideration of intelligent lawmakers, but little will be accomplished unless those having an understanding of the definite needs of business are willing to work for the election of men known to be favorable to the interest of all and opposed to any antagonism to the general welfare.

New Grading Rules for Soy Beans

Altho the new rules governing the grading of soybeans will not go into effect until November 20, it would seem advisable for all buyers to familiarize themselves with the provisions of the new standards, so that trading in the new crop may be indulged without unusual differences. The Federal Grain Standards will be the only rules which will govern interstate commerce in soybeans.

While splits must be given careful consideration, damaged beans and foreign matter will be a most important factor in grading. Moisture will continue to be a controlling factor because beans that are very dry, split more readily when handled through an elevator and beans that contain an excessive amount of moisture call for extra caution in storing.

The August drouth gave the bean crop of many sections a serious backset and the later rains developed a condition in the crop that may prevent satisfactory grading of many lots. The early receipts of the 1939 crop brot unusual headaches to many shippers.

Encouraging Farmers to Speculate

Lending money at low rates of interest to owners of wheat, corn and rye has induced many grain growers to assume all the risks of ownership and thus become super-speculators. Traders in futures can hedge against existing commitments, by buying or selling at any time they choose, but the farmer whose grain is encumbered by a CCC loan must repay the loan with interest before he can sell his stored grain in the open market. Speculation on a public grain exchange in the eyes of the bureaucrats who are striving to dominate the grain markets is a heinous crime, but speculating in the cash article by growers is a virtue of the first order which the bureaucrats are striving to encourage and assist.

When the AAA desires to determine the fair average value of any grain, it is guided entirely by prices prevailing in organized markets. However, the Department of Agriculture, although designed primarily to assist growers in more efficient production, has been striving to drive the traders out of the farmers' public markets by limiting and restricting the trades and the traders, overlooking the fact that the producers look to the public grain markets for the true value of any grain they desire to sell. If the surplus grains accumulated through the machinations of the AAA depress values below the CCC's loan offer, then the farmer naturally gets a loan without intending to repay it unless active demand in the public grain markets boosts the sale value to a higher price than the loan offered by the CCC.

No government has ever succeeded in conducting any business at a profit. Many different governmental experiments in business has disclosed alarming inefficiency, waste and extravagance by the bureaucrats thought to be working in the interest of the government. Notwithstanding, the CCC has favorable prospects of receiving over half a billion bushels of corn turned over to it by borrowers, it has recently loaned money on over 150,000,000 bushels of wheat, thus delaying or postponing the marketing of the nation's bread by holding large stocks out of commercial channels and making it difficult for flour manufacturers to obtain a liberal supply of wheat. Much of the wheat receipts of the 1940 crop in the central markets has been placed in store for the purpose of getting government loans.

While the stocks of wheat in the elevators of the central markets contain more wheat than usual, it is being taken around the brokers and the commission merchants without insuring any permanent benefit to the producers who still retain title to the grain. If the bureaucrats had started out with a firm determination to destroy the farmers'

grain market, they could not have accomplished it more quickly or more completely if they had issued an edict forbidding anyone other than the producer to sell grain. Students of efficient marketing of farm products have always insisted that the speculator in the open public markets should be free from all restrictions or limitations so that producers could get a clear and definite understanding of the true demand for their products.

The grain processors of the world readily appreciate that the prices prevailing in the public grain markets represent a true measure of the value of grain as reflected by the bids and offers in the trading pits, and protect themselves against excessive loss by hedging.

Plugged Shipments Earn Discounts

The persistent demand of grain inspection authorities that shippers thoroughly mix all grain before loading into car would seem to emphasize the necessity of correcting a bad practice.

With the careful inspection now prevailing in all central markets it would seem extremely poor practice to hesitate to comply carefully with the repeated requests of grain inspectors and supervisors. The shipper is the one who suffers most from loads arriving at destination with grain of widely varying quality in different parts of the car.

No shipper is willing to continue a practice which may result in his shipment being branded "plugged" because that one word encourages liberal discounts by all prospective buyers. Running grain through a modern cleaner mixes the grain and greatly improves the shipment's claims for a higher grade.

More Storage Room Needed

The surplus wheat and corn has filled so many country and central market elevators, box cars and old lake steamers are being utilized for winter storage. It should not be necessary for any far-sighted grain merchant to pay 50c a day for the use of a worn out freight car, but they are doing it and using hundreds of them.

Many annexes are being built in the Western Canada provinces with the hope of providing storage room for at least 18,000,000 bushels and reports of the erection of additional storage tanks in eastern Canada markets are being vigorously agitated with the hope of providing accommodations for a greater volume of grain at the seaboard.

The carryover from the 1939 crop exceeded all records so that room must be provided for the 1940 crop of corn and wheat if the shipments from country points are to be continued.

While many of the AAA's steel tanks are empty they are not considered safe storage.

Easy Credit Encourages Spendthrift Tactics

Extending credit to farmers who have already obtained re-settlement loans from the C.C.C. is extremely hazardous; in fact, many country elevator operators have charged off large amounts for feed and farm supplies rather than waste any more money trying to collect slow accounts from lame ducks.

The farmers who have recently obtained an extension of their excessive loans on farm stored grain are generally known to be extremely hard up and a search of the county recorder's office will, no doubt, disclose other mortgages that help to make the feed dealer's open book account of little value.

The easy money offered tenants and careless farmers who have always been disposed to lean on everyone with whom they dealt presents a more complicated credit situation than ever.

While the A.A.A. has, no doubt, aimed to help farmers to greater prosperity it has resulted mainly in encouraging poor managers in an extravagance few could afford. So it behooves grain dealers in all sections to exchange confidences regarding their slow accounts, to search the county recorder's records and to confer with merchants in other lines regarding farmers who apply for more and more credit to the great detriment of the soft hearted feed merchant who wastes his own capital in easy credits.

Carrying Charges

One evil that the grain trade escapes is the carrying charge that millers using good business practice have to assess against buyers of mill products.

When a miller sells a lot of flour to be delivered later he has to protect himself by buying the corresponding quantity of wheat; and it costs him real money to carry the wheat until ground into flour to ship the order. Hence the carrying charge.

In the grain business, however, the time element is so well appreciated by all merchants, that when a price is quoted a time limit is attached, for three days, five days, ten days or first or second half of month shipment. In case of sale of grain for three or five days' shipment the buyer is required to furnish billing instructions by wire on date of sale.

On a deferred shipment sale the buyer who fails to furnish billing instructions on demand after three days is penalized by the seller selling out the grain for buyer's account, or canceling the contract at fair market value and charging the loss to the buyer.

Some millers, on the other hand, will dicker with a flour buyer regarding a waiver of the carrying charge, although strict business principles dictate an insistence on the charge, even to threat of suit.

Asked—Answered

[Readers desiring trade information should send query for free publication here. The experience of brother dealers is most helpful. Replies to queries are solicited.]

Allowance When Redeeming Loan Corn?

Grain & Feed Journals: Is it true that farmers who have borrowed 58 cents per bushel are permitted to redeem their corn by paying only 51 cents instead of the full 58 cents?—Martin Calkins.

Ans. The Agricultural Adjustment Administration allowed 7 cents per bushel for storage on 1937 and 1938 corn.

Farmers who took the allowance have to pay 58 cents in redeeming their corn.

Farmers who did not take the allowance have to pay only 51 cents; and the A.A.A. gives them the 7 cents allowance and the interest charge besides.

This puts them on about the same basis as those who got 58 cents in the first place.

It is an inducement to take corn off the hands of the government.

Farmers Redeem Million Loan Corn Daily

Stocks of corn under loan and owned by the government on Sept. 9 totaled 467,777,499 bus. A peak of 557,849,819 bus. was reached last April.

Producers have redeemed corn stored under 1938 and 1939 government loan programs at the rate of a million bushels a day since mid-July, according to a report made Sept. 10 by the Commodity Credit Corporation.

Daily Net Trades and Changes in Price

(Continued from page 238)

The direction of cause and effect relationship is not indicated by the coefficients. They merely show the degree to which the two factors compared moved together. For example, even though the coefficient of +0.48 expresses the highest relationship that existed between the daily net trade of any one class and the daily net change in price of the dominant Chicago wheat future during August-December, 1937, it can not be stated that the net trades of the class of reporting speculators principally account for the daily net changes in price. It would require much more intensive investigation, including study of trading and price movements within the day, to arrive at acceptable conclusions as to causal relationships.

Coming Conventions

Trade conventions are always worth while, as they afford live, progressive grain dealers a chance to meet other merchants from the same occupation. You can not afford to pass up these opportunities to cultivate friendly relations and profit by the experience and study of others.

Oct. 10, 11, 12. Southern Mixed Feed Manufacturers Ass'n and Georgia Feed Manufacturers Ass'n, Athens, Ga.

Oct. 14, 15. Grain & Feed Dealers National Ass'n, 44th annual, Brown Hotel, Louisville, Ky.

Oct. 25. Texas Seedsmen's Ass'n, Austin, Tex.

Dec. 3, 4, 5. Western Grain & Feed Ass'n, Des Moines, Ia.

Dec. 10, 11, 12. Farmers Elvtr. Ass'n of South Dakota at Lincoln Hotel, Watertown, S. D.

June 9, 10, 11, 1941—Society of Grain Elevator Superintendents, Nicollet Hotel, Minneapolis, Minn.

Millers Want "Free" Wheat

The Millers National Federation called a meeting at Omaha Sept. 25 of millers to consider ways of relieving the scarcity of wheat supplies at interior milling points.

The Federation has received a large number of complaints from millers operating west of the principal terminal markets who have found wheat unusually scarce, and operation difficult, after harvest on account of the wheat loan program tying up the crop.

Officers National Hay Ass'n

The National Hay Ass'n, meeting at Indianapolis, Ind., Aug. 26, 27, elected the following officers: Pres., Cliff S. Martin, Ashland, O.; 1st vice-pres., Alfred T. Long, Brooklyn, N. Y.; 2nd vice-pres., Mrs. Martha S. Calkins, Chelsea, Okla. Directors to serve for two years: W. L. Vehrencamp, Mt. Jackson, Va.; O. F. Moeckel, Stockbridge, Mich.; Glenn L. Miller, Defiance, O.; Garth W. Woodward, Tocsin, Ind., and Stanley Penn, Lexington, Ky. J. C. Suttie, Omaha, Nebr., was elected a director for one year to serve the unexpired term of Mr. Martin, who was advanced to president. Holdover directors having one year yet to serve are: J. W. Page, Boston, Mass.; Richard Calliari, Green Bay, Wis.; G. R. Bridge, Chicago, Ill., and L. F. Hewitt, Locke, N. Y. Fred K. Sale, Indianapolis, continues as secretary.

A resolution was adopted that "We should strive to encourage uniform legislation to regulate itinerant truckers by methods similar to those in force and proposed by mid-western states."

Annual Meeting of the Buckwheat Ass'n

The annual meeting of The Buckwheat Ass'n was held at the Langwell Hotel, Elmira, N. Y., Sept. 20. There were about 60 members present, also several visitors.

President, Mr. Dayton, was unable to be present. So the meeting was conducted by the secretary, P. G. Schumacher of Coshocton, N. Y.

Mr. Philip Rothrock, Grain Supervisor, U. S. Dept. of Agri., presented an interesting report of studies of moisture content of buckwheat made during the past five years.

Mr. R. L. Gillett, Statistician of the New York State Dept. of Agri. and Markets, gave his usual interesting report concerning crop conditions.

Buckwheat acreage and yield conditions were discussed in the usual way. This resulted in an average acreage of 93.25% and an average yield of 92.2% compared with last year. Considerable frost damage has been reported throughout New York and some sections of Pennsylvania.

The usual forum was conducted and members were asked to express their ideas concerning probable values—based on values of other grains, crop conditions, lack of export market, possibility of Canadian buckwheat coming into this country, etc. Obviously, with present conditions no buckwheat will be exported for some time.

A canvass was made to determine the ideas of dealers present relative to the price to be

paid for re-cleaned buckwheat to the grower, delivered to the buyer's mill or elevator. This resulted in an average of \$1.02 per hundred pounds, and ranged from a low of 75c to a high of \$1.40.

The present officers were re-elected for the ensuing year, and will attempt to serve the association in the best way possible.

Buyers were requested to report the price offering for re-cleaned buckwheat to the grower and if they buy thresher run.

A.A.A. Driving Farmers from Cotton to Corn

J.E. McDonald, commissioner of agriculture of Texas, stated Sept. 16 that the Agricultural Adjustment Administration program as it is now administered is driving farmers of Texas into growing corn and other crops instead of cotton.

This season's corn production is placed at 94,107,000 bus., or 19 bus. per acre, compared with 73,376,000 bus., or 16 per acre, produced last year.

Growing Rice in Missouri

By J. H. GLASS

A few farmers in northeast Missouri are trying their hands at raising rice, and near Palmyra, Marion county, L. J. Cook and son have 40 acres. The field is now ready for harvesting, and is expected to yield 70 to 80 bus. to the acre of good quality. The rice was planted in the Mississippi river bottoms, as part of an experiment in several localities in Missouri. If results are satisfactory, an increased acreage is predicted. A system of irrigation was used by the Cooks, ditching the water into the field and releasing it as needed by the crop.

Canadian mills ground 80,292,708 bus. wheat during the crop year 1939-40, against 68,943,870 bus. for the preceding crop year, as reported by the Dominion Bureau of Statistics.

Grain Trade Council Elects Officers

F. Peavey Heffelfinger of Minneapolis has been reelected as chairman of the National Grain Trade Council, organization of grain exchanges and nation-wide grain trade groups. J. F. Leahy, president of the Kansas City Board of Trade, was chosen as vice-chairman. The annual meeting and election of officers was held in Chicago on Sept. 11.

Directors chosen include the following: F. Peavey Heffelfinger and Walter H. Mills, Minneapolis Chamber of Commerce; J. F. Leahy and G. Johnson, Kansas City Board of Trade; W. R. McCarthy, Duluth Board of Trade; W. A. Brown, St. Louis Merchants' Exchange; E. E. LaBudde, Milwaukee Grain & Stock Exchange; John B. Stouten, Buffalo Corn Exchange; J. L. Welsh, Omaha Grain Exchange; H. H. Dewey, Peoria Board of Trade; J. J. O'Donohoe, New York Produce Exchange; Arthur F. Hopkins, Boston Grain & Flour Exchange; H. M. Stratton, Terminal Elevator Grain Merchants Association; George E. Booth, Grain & Feed Dealers National Association. Other directors will be named later by the Philadelphia Commercial Exchange, the Portland Grain Exchange, and the San Francisco Grain Exchange, the two latter being newly elected members of the Council.

The executive committee includes Mr. Heffelfinger, Mr. Leahy, Mr. Brown, Mr. LaBudde, Mr. Stouten, Mr. Welsh and Mr. McCarthy.

Roger P. Annan of St. Louis was named secretary-treasurer, and R. B. Bowden was named executive secretary.

Ohio's Fall Meeting at Lima

The prevailing delightful weather coupled with an excellent program brought out a large attendance for the annual fall meeting of the Ohio Grain, Mill & Feed Dealers Ass'n, at the Barr Hotel, Lima, Sept. 20. The program was short and meaty.

PRES. L. G. BRADSTOCK, Wellington, opened the business session immediately following the luncheon, and presented F. D. McLain, mayor of Lima, who extended the usual cordial greetings. His offer to take care of the parking tickets given to some of the visitors by the local gendarmes was received with appreciation and applause.

R. B. BOWDEN, vice-pres. of the Grain & Feed Dealers Nat'l Ass'n, reviewed accomplished and pending legislation which affects the grain and feed trade. He outlined the proposed amendments to the Marketing Agreements Act, saying that certain sections were passed in the Senate and that other provisions, extending the Act to all agricultural commodities, were introduced as a separate measure.

He said that all grain and feed men should study carefully the new Transportation Act of 1940. Special features of the Act pertaining to inland water transportation and trucking may become of interest to the trade by their effect upon the competing forms of transportation of grain. He mentioned that the Act will be discussed at the National Association's convention in Louisville on Oct. 14.

The present Agricultural Adjustment Act, he said, had not been opposed by the trade as the Act itself did not specifically provide for steel bins, for the non-use of commission merchants and for a uniform storage contract objectionable in some points to the trade. He expressed a hope that conferences between the government agencies and the trade would soon iron out some of the conflicts in the contract and in the relation of commission merchants to the government-owned grain.

Mr. Bowden closed his remarks with a brief outline of the program of the Nat'l Ass'n convention in Louisville, and extended an invitation to all to attend.

STANLEY LAYBOURNE, chief, Div. of Plant Industry, Columbus, reviewed the work of his division, and asked that all attend the meeting of the division's field men in Columbus Oct. 8 and 9.

A. D. CADDELL, Dent. of Safety and Hygiene, Columbus: You are all familiar with the defense program, and know that in carrying it through there will be a great increase in the number of men employed in industry. Naturally the bringing of new men into industry calls for greater caution to prevent accidents. Conservation of man power is our main objective.

A recent survey of your industry revealed an appalling condition, and that less regard is paid to the guarding of equipment in grain elevators and feed mills than in any other type of plant. As for your housekeeping, it's "lousy." We like to think machinery is responsible for the accidents which occur in a plant, but only 10% to 15% of the accidents are chargeable to machinery. Human failure is the greatest contributing factor, clearly indicating the great need for an educational program, not only among the workers but the management as well. The lack of good housekeeping is responsible for many of your accidents.

Dust continues to be your greatest hazard, and again we say, "something must be done about it." Carelessness starts in the front office. The management is indifferent to it, but because of the number of lost time accidents attributed to carelessness a way must be found to overcome this indifference and take steps to educate workers to be more careful. Consider the great number of openings in the

floors of your plants and I would venture that most of them are not provided with "toe boards."

The failure to think is the greatest contributor to accidents among workers. A great need exists for a program of proper training to the end that workers will learn to think, and by so doing reduce the number of accidents. After all, safety is a state of mind to a great degree. Many workers think because an accident happened to the other fellow it cannot happen to them, but the worker who thinks this way is only fooling himself. Our department is equipped to aid your industry in the reduction of plant accidents, and you are defeating your own purpose by not taking advantage of this service.

REPORTS ON CROPS

SECY W. W. CUMMINGS, Columbus, took the chair and asked for reports on the crops in various sections of the state:

A. O. Odenweiler, Ottoville: We will have only half a crop of corn and soybeans.

W. H. Clay, Quincy: The crop of both corn and soybeans will be about half a normal crop.

E. L. Alton, St. Paris: I regret I cannot tell a different or better story, but our corn and soybeans will make just about a half crop.

E. W. Loy, Greenville: We will have a 50% corn crop and less on beans.

O. E. Wilkinson, Sidney: About half a crop on both.

L. A. Gilliland, Van Wert: We will have a 50% crop.

Rudolph Raabe, Ft. Jennings: There will be but a 50% crop in our section.

Bert Hoaglin, Scott: We have had better than an average crop the past two years, if based on the last two years we won't have half a crop.

Ferd Detjen, Wapakoneta: We will have a 60% crop of beans and about 70% on corn, and it's very good corn too.

C. R. Swartz, New Hampshire: We had an increased acreage in soybeans but the yield per acre will be about 50%. Corn on low ground will make a 75% crop, the other not over 50%.

D. B. Walker, Circleville: The drouth hit us hard, we will have a 15% bean crop, but fairly good corn.

Mr. Odenweiler: There will be quite a lot of beans plowed under if the vines are too short to cut for hay.

H. R. Wooley, Pickerington: 75% corn crop.

H. E. Iams, Dayton: 50% corn crop.

I. M. Jennings, Beaverdam: Beans are late, 50% corn crop.

Mr. Hendricks: A smaller crop of beans than last year, pods are not filling, in fact I have seen some pods containing only one bean.

P. E. Legge, Leipsic: We will have a very spotted crop. Rain has ruined our crops, not the drouth. We will have not better than a 50% crop of beans.

Sec'y Cummings called on the representatives from the terminal markets for an expression on what the market would do, and while some of them ventured an opinion, the majority were very guarded in their remarks.

J. M. BERRY, Cincinnati, and H. D. Egley, Painesville, gave their opinion on the soybean situation.

ED. DURRE, CCC, Columbus, was introduced, and discussed the program of his corporation.

G. E. O'BRIEN, Greenville, asked that a real effort be made by each member to bring in a new member, calling attention to the fact that present conditions make membership in an association more valuable.

ELTON KILE, Kileville: The present trend of prices is having a tendency to stabilize prices at a lower level. This is caused by the present loan program.

MR. SWARTZ: If we could get back to where a farmer could operate at a profit, he would not be interested in any kind of a program.

MR. GRIFFIN, a former elevator manager turned politician, humorously explained his transition, lauding the grain trade, stating: You've got to be a good business man to stay in the grain business these times. A successful grain man would be a success in any business. We need hard headed business men today. And don't forget there is plenty of room for real business methods in government.

Adjourned *sine die*.

Registration was handled by G. N. Arnold and W. J. Bentz of the Mill Mutuals.

IN ATTENDANCE AT LIMA

Buffalo: H. H. Richardson.

Cleveland: J. C. Johnston.

Cincinnati: B. T. Creekmore and Berk Terrell.

Columbus: E. S. Halley, M. C. Thomas, Bob Knight, L. E. Pence, L. J. Dill.

SEED: V. H. Jackson, Cincinnati; Gene Floyd, Chicago; R. L. Potts, Ft. Wayne, Ind.

SUPPLY TRADE: Carl F. Berger, Sidney Grain Machinery Co.; B. I. Weller, Weller Metal Products Co.; R. P. Reid, Seed Trade Reporting Bureau; H. E. Reeder, Lima Armature Works, and E. H. Lemiel.

Toledo: A. E. Schultz, Sec'y, and W. P. White, Toledo Board of Trade; H. W. Applegate, Ed McClure, Paul Atkinson, W. A. Boardman, D. L. Norby, Carl J. Rankin, P. M. Barnes, C. R. Keilholtz, L. J. Schuster, Bob Burge.

FEED and feed ingredients: E. P. Short, Marion; D. B. Walker and R. W. Liston, Circleville; R. J. Hendrich, Fostoria; J. M. Berry, Cincinnati; W. A. Seaman, Van Wert; H. D. Egley, Painesville; Bob Crawford, St. Louis, Mo.; W. J. Weaver, Vineland, N. J.

Ohio dealers present included: W. J. Allread, Greenville; E. L. Alton, St. Paris; J. A. Armacost, Campbellstown; E. G. Boles, L. G. Bradstock, Wellington; F. S. Callihan, Helena; W. H. Clay, Quincy; J. H. Craig, West Liberty; J. C. Custenborder, Sidney; H. Davis, Sycamore; Ferd Detjen, Wapakoneta, O.; F. A. Duncan, Metamora; Ralph Dush, Ottawa; M. T. Engle, Newark; J. H. Faulkner, West Alexandria; A. A. Fleming, Prospect; G. J. Forrester, Van Wert; L. R. Forsyth, Rawson; H. E. Frederich, Marysville; A. L. Fuller, Spencer.

L. A. Gilliland, Van Wert; Frank Graham, Marysville; O. P. Hall and Al Heiby, Greenville; F. E. Heigel, Continental; E. H. Heldman, Jenera; E. M. Hieber, Lykens; E. F. Higgins, Westville; B. R. Hoaglin, Scott; W. D. Holloway, Arlington; H. E. Iams, Dayton; I. M. Jennings, Beaver Dam; Fred Kalmbach, North Baltimore; Elton Kile, Kileville; R. O. Klepinger, Ingomar; E. W. Laubis, Hepburn; P. E. Legge, Leipsic; E. W. Loy, Greenville; Walter Loy, Kettlersville; T. McGugin, Fredericktown; H. P. Mann, Bluffton; W. H. Myers and O. J. Nickel, Upper Sandusky; R. Norwood, Wapakoneta; G. E. O'Brien, Greenville; A. O. and E. G. Odenweiler, Ottoville.

H. G. Pollock, Middlepoint; Rudolph Raabe, Ft. Jennings; Fred Rockwell, North Baltimore; M. C. Schultz, Urbana; H. K. Scott, Marysville; C. S. Shawber, Malinta; Harold Smith, Arcanum; Guy Spangler, Urbana; F. G. Sprang, Foraker; J. Y. Stimmel, L. W. Tappin, West Mansfield; W. W. Walton, Upper Sandusky; G. N. and L. A. Ward, Fostoria; L. R. Watts, London; G. O. Weimer, Rosewood; O. E. Wilkinson, Sidney; H. R. Wooley, Pickerington; W. C. Zuercher, Pandora.

Decatur, Ill.—I would caution farmers to go slow if the purpose is to create an artificial scarcity of soybeans. Such a procedure no doubt would create greater difficulties later on. There never has been a surplus of soybeans.—W. L. Shellabarger, general manager, Spencer Kellogg & Sons, Inc.

Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. Dealers having anything to say of interest to members of the grain trade are urged to send it to the Journals for publication.]

Leaving Foreign Matter in Beans Earns Discounts

Grain & Feed Journals: Shippers of soybeans will soon be confronted by a number of problems, but none meriting more careful attention than the removal of foreign matter from beans the minute it is received at the country elevator. It should not be difficult to remove much of this objectionable material by placing a strip of wire screen in the spout from the elevator head.

Last year's crop was discounted liberally because of foreign material which can be easily removed by any of the good cleaners on the market. In fact, any shipper who expects to load out five or ten cars this season will get back the cost of any cleaning facilities he installed together with some profit from its operation. Splits are a real drawback to the profitable marketing of soybeans, but the foreign matter earns much heavier discounts.—R. F. Cable.

No Substitute for Futures Market

Grain & Feed Journals: No one yet has ever been able to devise any form of organization that could possibly take the place of the Winnipeg Grain Exchange and the "Futures" market, and give the same valuable services to farmers and to millers. If there is any individual who does know of a different method that is economically possible, and that will bring to farmers better returns, or sell more wheat, he most signally has failed to make his voice heard during the year.

Some 18 Royal Commissions which have investigated the "Futures" market and the Winnipeg Grain Exchange during the past 50 years, have all drawn attention to the value to farmers of these services, and not one Commission has ever suggested that these advantages which the farmers enjoy in normal times because of the "Futures" market, could be provided by any other form of organization, or by any other method of marketing.

It would seem, then, finally, that those who are pressing for the closing of the Winnipeg Grain Exchange and of the "Futures" market, would not be doing any service to our prairie farmers should they finally succeed in achieving their ends.—Searle Grain Co., Winnipeg, Man.

Truckers Transporting Grain and Hogs

Grain & Feed Journals: In this part of Indiana we never saw the elevators doing any less business than they are doing now. Truckers from the south are running over the country picking up every bushel of corn and oats they can buy. We never handled as little oats or wheat through our elevators as we have this year. What's to be the outcome of this change in business we don't know.

Personally I have felt the railroads would eventually come to their senses, reduce rates in competition with the trucks, but in my mind that condition is entirely passed now. Only takes about six men to haul a freight train of 100 cars through this flat country. To haul 100 cars of grain by truck wouldn't take less than 200 men. These 200 truck drivers will eventually be organized, they vote just the same as train men, they will vote in unison very much like the train men do and Mr. Politician will have to take notice and through the Interstate Commerce Commission, another political organization will refuse any reduction worthwhile in freight rates

and trucks in my opinion are here to stay and stay in a big way.

Outside of hauling coal, iron and very heavy low priced products the railroads' day is done.

Used to be solid trains of hogs and cattle go through here to Buffalo and other Eastern markets. Maybe as high as 50 car loads in a train now when you see five car loads in a train it is an exception. A stock yard in this county handles over ½ million hogs a year and there is not 1-10th of the hogs shipped by train, rest of them go out in truck loads to Cleveland, Piqua, Ohio, Indianapolis and other small packing centers. "It is a condition, not a theory that confronts us now."—Goodrich Bros. & Co., by P. E. Goodrich, President, Winchester, Ind.

Early Wheats Escape Black Rust

Early maturing wheats sown in nine test plots in southwestern Indiana escaped the serious ravages of black stem rust, according to C. E. Skiver, wheat specialist of Purdue University.

Rust damage was heavy in three of the last 10 seasons.

The fact that the ripening of wheat may be hastened by using early maturing varieties such as Goens and also by the use of phosphate fertilizer was very apparent on all the plots.—W.B.C.

Farmers Redeeming Corn Loans

Corn producers since July 15 have been redeeming corn from 1938 and 1939 corn loans at the rate of approximately a million bushels a day, the Commodity Credit Corporation has announced.

CCC officials said that the peak load of farm and warehouse stored corn, plus corn owned by the Corporation, came late in April of this year when the total reached 557,849,819 bus. of corn, of which 90,981,388 bus. were owned by CCC.

Total stocks of corn under loan and owned by CCC as of Sept. 9 was 467,777,499 bus. or a reduction of more than ninety million bushels. Most of the reduction represents 1938 and 1939 corn released to farmers. Farmers recently were authorized to obtain the release of 1937 and 1938 loan corn at a flat price of 58 cents per bushel and 1939 loan corn at 57 cents per bushel plus interest.

Washington News

Administrator Evans of the A.A.A. says that the 1940 corn loan rate would be 60 or 61 cents instead of 61 or 62 cents, figured by the trade.

The food stamp plan will go into operation in October in Oconto and Shawano Counties, Wisconsin, and Spink County, South Dakota. It was announced Sept. 16 by Sec'y Claude Wickard of the U.S.D.A.

The Wages and Hours Division has ruled that when employers furnish board or lodging in addition to cash wages the actual cost of such facilities must be considered as part of the regular pay rate in computing overtime wages.

The Commodity Exchange Act has been amended to provide that 60 days after the enactment of the amendment into law the Act shall apply also to hides, tallow, fats, oils, cottonseed meal, peanuts, soybeans, soybean meal, soybean oil and all other fats and oils. The bill for the amendment passed the House July 31 and the Senate Sept. 12.

CCC 1940 Wheat Loans

Total wheat loans reported to Commodity Credit Corporation through September 11 were 121,750,211 bus. the Corporation has announced. The number of individual notes totaled 187,530 with a total value of \$87,508,916.18.

This compares to 96,718,411 bus. placed in the 1939 loan on 138,146 notes on the same date last year with a value of \$68,798,903.34.

During the week ending Sept. 18 wheat loans increased 21,000,000 bus., to 142,786,121 bus.

Barley and rye loans to date by the Corporation were reported at 14,697 bus. of rye valued at \$5,582.86 and 372,594 bus. of barley valued at \$116,512.00 from all states.

The wheat loans by states in farm and warehouse storage follow:

State	No. Loans	Bushels		Amount
		Farm Storage	Warehouse Storage	
Ark.	11	.....	5,196	\$ 3,770.63
Calif.	22	7,522	78,319	58,684.32
Colo.	2,405	124,623	1,708,871	1,230,820.58
Del.	1	.....	373	250.47
Idaho	1,434	102,244	2,220,965	1,246,541.47
Ill.	19,296	194,207	8,971,191	7,336,690.86
Ind.	6,042	55,936	1,898,266	1,490,896.25
Iowa	3,117	58,585	1,630,614	1,269,326.98
Kan.	43,568	2,929,698	28,931,444	22,870,757.04
Ky.	550	.....	231,811	173,332.13
Md.	43	.....	21,405	14,953.53
Mich.	483	9,746	111,654	85,445.21
Minn.	4,004	14,121	1,604,052	1,228,108.62
Mo.	15,706	80,468	6,835,453	5,183,366.73
Mont.	2,892	46,925	3,307,732	2,108,136.86
Neb.	16,958	1,389,853	6,727,180	5,900,085.52
N. M.	307	7,659	264,005	197,744.50
N. D.	6,349	.....	4,424,985	3,182,288.72
Ohio	5,503	22,337	1,846,605	1,484,504.84
Okla.	28,375	1,937,197	17,040,950	13,646,694.75
Ore.	854	77,846	2,074,508	1,266,245.72
Penn.	185	.....	48,620	36,358.81
S. D.	8,789	70,909	3,003,464	2,261,523.98
Tenn.	786	.....	253,017	198,006.64
Texas	17,925	1,238,121	16,171,937	12,776,647.78
Utah	148	86,710	150,268	118,670.94
Va.	322	.....	96,052	72,708.14
Wash.	1,311	68,282	3,447,675	1,979,531.68
W. Va.	19	.....	8,267	7,208.54
Wis.	.....	.....	.....	.....
Wyo.	125	22,846	89,695	79,513.94

Total 187,530 8,545,837 113,204,574 \$87,508,916.18

C.C.C. Corn Loans

Corn disposed of—		Bushels
Sold to FSCC for export	.....	25,282,000
Other sales	.....	3,781,919
Redeemed 1937 and 1938	.....	26,057,866
Redeemed 1939	.....	34,950,535
Total	.....	90,072,320

Corn remaining under loan or owned—		Bushels
Farm stored 1938 under loan	.....	119,339,615
Farm stored 1939 under loan	.....	267,326,751
Corn owned by CCC	.....	81,111,133

Total 467,777,499

V-Belt Prevents Accumulation of Static Electricity

What is believed to be the first V-belt ever manufactured which prevents accumulation of static, and retains its static-discharging qualities during its entire service life is announced by the B. F. Goodrich Co. The belt will be sold, for the present, only to machine or equipment makers.

The company points out that this striking development in V-belt construction is of greatest interest and importance where static discharges might create a fire or explosion hazard such as a dusty grain elevator. Some V-belts have always shown a radical increase in resistance to static discharge after a brief period of service. This has meant that it became increasingly difficult for an accumulated static charge on the belt to discharge itself, and that a considerable charge would build up and then discharge abruptly.

One of the important features of the new V-belt is the absence of any danger of the belt acting as a short between the motor and its operator. The resistance built into the belt is just enough so that the belt itself cannot act as a direct passage for current.

Board Memberships at Forty-Year Low

The drop in the price of membership in the Chicago Board of Trade last week to the 40-year low of \$750 reflects the low state into which trade has fallen on the world's greatest commodity exchange.

Ask any member on the floor the why of the low price of membership and the answer is uniformly "No business." A broker, for example, who in years past would earn \$24 in a day, now will say he earned 75 cents in brokerage during the day.

Members who formerly found brokerage sufficiently lucrative have turned to scalping to make a livelihood, with the result that the number of scalpers in the pit has greatly increased, altho the volume of sales of futures on which they seek to profit has decreased.

ANNUAL DUES.—A heavy burden in the form of annual dues and assessments amounting to \$400 is borne by each member. Thus, unless he can earn much more than that the ownership of a membership is a liability rather than an asset. For many years during good times the annual dues were only \$50 to \$75. The membership on the Board Dec. 31, 1939, numbered 1,549; and for that year the members paid \$387,250 in annual dues and a special assessment of \$232,350. Back in 1879 the dues were \$20 annually, and their maximum, including a special assessment of \$100, was \$500 in 1930. When a membership is sold a transfer fee of \$250 is collected, the minimum, the maximum under the rule being \$500, on the basis of 5 per cent.

PRICE OF MEMBERSHIP.—As will be seen in the chart herewith prepared from records in the office of Secretary Fred H. Clutton the price of memberships held fairly level from 1901 to 1915, having risen from \$650 in 1898 to \$4,350 in 1902, declining to \$1,875 in 1906. The high of \$3,125 in 1910 was followed by a reaction to \$2,000 in 1914.

The rise to the high of \$7,600 in 1916 was due to great activity in the cash and future markets at the time of the world war. The rail and water shipments of grain that year were nearly a quarter of a billion bushels from Chicago. Shipments of wheat alone by rail that year were 53,362,000 bus., a figure never equaled before or since. Rail shipments from Chicago east-bound were only 10,665,000 bus. last year.

High prices for wheat during the latter half of that decade led to wild speculation and a large volume of trading in futures. While the price of wheat was on the way up to its top of \$3.50 per bushel in January, 1920, the price of memberships climbed to a new high in 1919 of \$11,000. In 1921 future trading in all grains at all markets totaled 23,808,434,000 bus. As trade subsided to 16,139,333,000 bus. in 1923 so did the price of memberships in the Board of Trade to \$3,500 in 1924.

In 1927 and 1928 transactions on the New York Stock Exchange became so heavy that the business overflowed and the Chicago Board of Trade and the Milwaukee Chamber of Commerce saw an opportunity to trade in securities. The Milwaukee Chamber changed its name to Grain and Stock Exchange, and price of memberships on the Chicago Board of Trade soared to \$62,000 in 1929. At that time memberships were \$68,000 bid, \$72,000 asked. A ticket could have been sold for \$68,000.

Future trading in wheat and all other grains on all the exchanges dropped from 25,312,427,000 bus. in 1929, to 11,745,651,000 bus. in 1932, and the price of memberships, always responding to decrease in trade, fell to \$3,500 in 1932. The volume of trade increased to 18,213,781,000 bus. in 1933 and memberships jumped to \$16,000.

THE VOLUME OF FUTURE TRADING IS NOW THE LOWEST ON RECORD and the price of memberships also is near the low. Future trading in 1939 totaled only 8,590,326,000 bus. on all the exchanges.

During August, 1940, trading in wheat futures on the Chicago Board of Trade aggregated 341,395,000 bus., against 510,354,000 bus. in August, 1939. Trading in corn futures totaled 77,537,000 bus., against 146,079,000 bus. in August, 1939. Trading in oats futures amounted to 22,841,000 bus. against 40,594,000 bus. a year ago.

SIZE OF CROP AND VOLUME OF TRADE.—After a study of the annual volume of trading in Chicago wheat futures in relation to supplies of wheat, by crop years, 1922-23 to 1933-34, Paul Mehl, senior agricultural economist, in a mimeograph issued in March, 1935, by the Department of Agriculture, declared that "The volume of trading in wheat futures on the Chicago Board of Trade is primarily dependent upon the world supplies of wheat, and in particular, the combined production and carryover of wheat in the United States and Canada."

With a big crop and a tremendous carryover in Canada and large supplies in the United States we should have a large volume of trade on the Board; but the fly in the ointment is the interference of government at the present time, which prevents the natural functioning of the futures market. The Dominion government is buying wheat from the growers and has had the price of the future pegged on the Winnipeg Grain Exchange, killing the futures market.

GOVERNMENT OBSTRUCTION OF TRADE.—Also, in the United States the federal government has tied up vast quantities of wheat by loans and hundreds of millions of bushels of corn by ownership and loans. The Commodity Credit Corporation on Sept. 11 had 121,750,211 bus. of the 1940 wheat crop under loan. The amount of corn under government ownership or loan fluctuates from day to day but is currently believed to be close to 500,000,000 bus.

This taking 621,000,000 bus. of wheat and corn out of the hedging market is prima facie the cause of the falling off of trade on the exchanges. The amount of so-called "free wheat" and "free corn" in which to trade has been reduced to a fraction of what it is in normal years. The effect of the reduction in future trading on the price of grain is believed to be depressing, so the farmer is not benefited, since he can obtain no more than the loan price. Thus the grain dealer's loss is not the farmer's profit.

Behind the foregoing facts as to the effects lies a background of cause apparent only to a close student of agricultural trends. That large crops bring greater returns to the farmers than in years of small crops was a favorite thesis of the late Homer Grommon, president of the Farmers Elevator Co., of Plainfield, Ill., that he supported uncontroversibly by statistics.

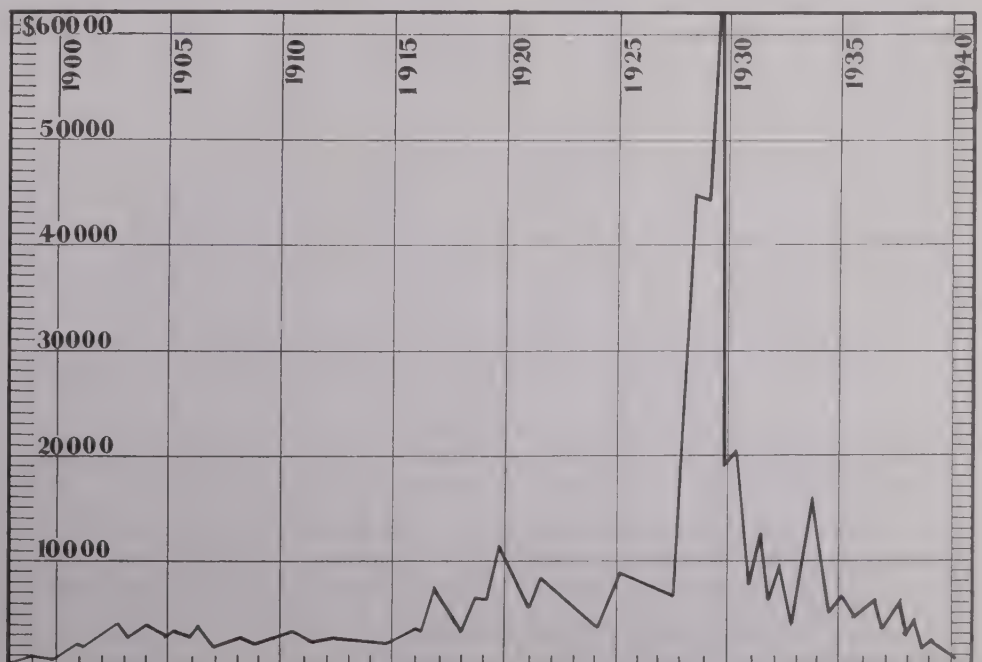
A WRONG FARM POLICY.—The whole policy of the Agricultural Adjustment Act, well intentioned tho it may be, is wrong. The lawmakers have failed to recognize that machinery, fertilizers and hybrids have enabled fewer farmers to produce bigger crops, more in fact than can be consumed. The A.A.A. policy seems to be to try to keep all the farmers back on the farm by having them grow less and charge more for it. The successful automobile industry has proceeded on the opposite policy of producing more and charging less for it.

A CHANGING AGRICULTURE.—The real problem is how to take the farmers off the farm and put them to work at something else. At one time 90 per cent of the population of America was on the farms; but agriculture became more efficient with the invention of the harvester and the cotton gin and the farm tractor. Dr. Willcox says in his "Reshaping Agriculture" that American agriculture is only 11.3 per cent efficient on the scale of the most efficient methods. "Let the co-efficient be doubled and brought up to a mere 22.6 per cent, which is what it is in Europe, and the social-economic destruction along the marginal lines of our farmers would be catastrophic," he asserted.

As the years went by agriculture became more productive and on marginal land less profitable while urban industry became more profitable, the free play of economic forces taking farmers off the farm and putting them to work in industry. From 90 per cent the farm population had shrunk to 24.8 per cent of the total population in 1930, as reported in the "Statistical Abstract

[Continued on page 253]

Prices of Chicago Board Membership for 42 Years



Crop Reports

Reports on the acreage, condition and yield of grain and field seeds are always welcome.

Ottawa, Ont., Sept. 10.—A Canadian wheat crop of about 561,104,000 bus., highest since 1928, was predicted today by the dominion bureau of statistics.

Boonville, Ind.—Many farmers are cutting their corn, as the recent drouth did much damage to the crop and much of it will only be good for fodder.—W. B. C.

Ellsworth, Ia., Sept. 20.—Oats, some weathered, about 80 on farm. Corn, good but not like 1933; beans, many cut for hay; good.—Farmers Co-op. Co., Roland Baumann, mgr.

Noblesville, Ind.—John J. Morris, county treasurer of Hamilton County, is getting ready to sow his fourth crop of winter barley, which he says, does well in central Indiana.—W. B. C.

Edgar, Neb., Sept. 19.—Beans are not grown in this section. Wheat was a failure this year. A fair acreage will be sown if rains come. Poor crop of corn and some grain sorghums to harvest.—E. F. Hart.

Beardsley, Minn., Aug. 23.—No beans raised here. Wheat yield about 20 bus.; oats, yield about 45 bus.; barley yield, about 20 bus.; flax, about 7 bus. About 25% grain to thresh yet in bad condition; too much rain.—Geier Bros., Inc.

Hemlock, Ind., Sept. 19.—Our corn crop is about 70% of a crop and soybeans about 50%; not over 10% cut for hay and plowed up. Oats and wheat crops were above normal both as to yield and quality.—Hemlock Grain Co., per Ed Montgomery.

Gibson City, Ill., Sept. 21.—Condition of corn compared to last year looks 25% less with 25% more plowed under. Nothing sown in place of this, corn looks about 40½ less than last year owing to dry weather about 50% out of frost danger.—Proctor Grain Co.

Bluffton, Ind.—The yield of oats in Wells County will average about 35 bus. per acre, the quality is the best in years. The yield of corn was reduced by the drouth at least one-half and soybeans were badly damaged, but timely rains helped to restore the crop.—M. F. A.

Brandon, Wis., Sept. 21.—Beans for hay good crop; not much sown for grain. Barley and oats above normal. Threshed under unfavorable conditions; much of it high moisture and heating, not saleable, will be used for feed. Corn crop large and being harvested.—Farmers Elevator, Perry J. Buteyn, mgr.

Winchester, Ind., Sept. 21.—Clover seed crop in this part of the country is very spotted. Some few elevators are handling as much seed as they did 15 or 20 years ago, others are handling none, simply cleaning it, farmers are taking it home, will peddle it themselves.—Goodrich Bros. Co., P. E. Goodrich, Pres.

Galesburg, Ill., Sept. 21.—Beans, acreage approximately same as last year, yield about one half as much. Corn, acreage same as last year, yield, ½ as much; oats, acreage less than last year, yield very good quality; wheat acreage, less than last year, yield, fine quality.—Consumers Fuel, Grain & Seed Co.

Springfield, Ill., Sept. 18.—The extremely variable corn crop is maturing fairly rapidly; the bulk of the crop will be safe from frost in one or two weeks, but in some areas three weeks will be required; over considerable areas only a small amount has been cut for silage. The best corn is to be found largely to the northwestward of the Illinois River and in about a four-county area in the extreme east central, while the poor areas are mainly in the south-central section of the state. Soybeans range from poor to good with variable condition of podding. Cutting soybeans for hay is backward in many areas; combining of early soybeans will soon begin in a few southern localities. Alfalfa and clover continue to be variable; while some third cutting of alfalfa continues, a limited amount of fourth cutting is also noted. Hulling of seed clover was carried on in numerous areas of the state during the week, but there was considerable light seed.—E. W. Holcomb, Meteorologist, U. S. D. C.

Garden City, Mo., Sept. 21.—Will have about the same acreage of wheat this year as last. Ground in good shape, need a rain. Corn drying up fine but will only have a half crop account rains came too late. Oats made a wonderful crop. More barley being put out than ever.—Breed Milling Co.

DeWitt, Ark.—Cutting of early Prolific rice has begun. The crop is said to be "short" because less acreage was planted, but crops are reported in good condition over the rice belt. Growing conditions have been ideal for Prolific, with warm days and cool nights. Jap rice is good with more acreage than usual.—J. H. G.

Hazleton, Ind., Sept. 19.—The acreage on most farm crops in this section is about the same as for last year. The corn crop is about 60% as compared to last year. Beans are about 40%. Wheat was 80%. Oats were 150% of last year. About 30% or more of the beans will be plowed up this year. The acreage will be sown to wheat or barley.—Hazleton Flour Mills.

Springfield, Ill., Sept. 13.—Illinois corn yield outlook on Sept. 1 is 40 bus. per acre or the same as on Aug. 1 and compares with 52 bus. in 1939 and the 10-year (1929-38) average of 34.6 bus. which includes the yields for the severe drouth years of 1934 and 1936. The average corn yield for the past five years is 41.4 bus.—A. J. Surratt, statistician, U. S. D. A.

Madison, Wis., Sept. 13.—Nearly 24 million bushels of barley were harvested in the state this year—a crop 5 per cent larger than the one raised last year. Yields were particularly good and more than made up for the 15 per cent decrease in the acreage. The barley crop this year is nearly 12 per cent larger than the 10-year average production.—Wisconsin Crop Reporting Service.

Topeka, Kan., Sept. 10.—The production of corn in Kansas is estimated at 41,580,000 bus. as of Sept. 1 which is an increase of about 8 million bushels from Aug. 1. The crop expected for 1940 is somewhat more than the 37,220,000 bus. produced in 1939 but much less than the 10-year average (1929-38) production of 67,786,000 bus. The yield per acre is estimated at 15.0 bus. compared with 13.5 bus. in 1939.—Samuel J. Gilbert, statistician, U. S. D. A.

Conway, Ark.—Within the next few days the earliest lots of threshed rice will begin moving to the mills and with this movement more accurate predictions can be made of the per acre production and quality. The harvest of early varieties is about two weeks later than usual. The acreage this year is approximately the same as last year, but there is a great deal of speculation on the extent of the crop. White tip, a comparatively new disease in Arkansas, has appeared in many rice fields.—J. H. G.

Lansing, Mich., Sept. 10.—The decline in bean prospects during August amounted to only three points in condition compared with an average for past years in that month of 11 points. The intermediate crop was benefited by the recent rains and is growing vigorously. The early crop began maturing about Sept. 1 and is being harvested and threshed. Many of these fields were struck with blight which materially reduced the yields on that portion of the crop.—Verne H. Church, Sr., Agri. Statistician, U. S. D. A.

Columbus, O., Sept. 12.—The 578,000 acres of soybeans for beans this year show a 25 per cent increase over the 461,000 acres in 1939. Heat and dry weather in August reduced the outlook for the yield of soybeans. Many fields are extremely weedy and many crops are late. There is also complaint of reduced set of pods and of beans per pod due to heat at blossoming time. With a prospective yield of only 15.0 bus. per acre the indicated production this year is 8,670,000 bus. compared with 21.0 bus. per acre and a production of 9,681,000 bus. last year.—U. S. D. A.

Princeton, Ill., Sept. 20: Thru northern Illinois, Chicago to Freeport, Mendota, Dixon, Morrison and here, corn made rapid progress toward maturity during the last ten days, and because of this, it is now rated higher in promised yield than it was two weeks ago. However, there is still fully 35 percent of the ears still liable to frost damage of which only a small portion, widely scattered thru the fields, that is very backward, which will, unless an especially long spell of drying weather prevails, go into cribs in an unkeepable condition. This feature is more pronounced than I have seen in many past seasons.—H. C. Donovan, statistician, Thomson & McKinnon.

Willowdell (Versailles p. o.), O., Sept. 21.—Corn will be about 50% crop. A lot of wheat fed to hogs and will be continued to be fed due to the short corn crop. Soybeans will not be as good as last year; some fields plowed under; too wet in the spring, then a long dry spell, has made a short crop of soybeans and corn.—Willowdell Grain & Feed Co.

Winnipeg, Man., Sept. 21.—The best rains of the summer arrived in the middle two weeks of July, just as the wheat crop was ready to fill. These late July rains made a tremendous difference to the crop outlook. August weather proved beneficial for ripening crops and a heat wave in Alberta during the second week forced the crop that was still backward. After the full moon weekend of Aug. 17, when a few degrees of frost were reported from some points in Alberta, the dangers to that crop were past. The first estimate of production by the Dominion Bureau of Statistics gives Alberta the largest crop in history.—McCabe Bros. Grain Co.

Springfield, Ill., Sept. 24.—Excessive heat combined with increasingly severe drouth conditions, especially over central and southern Illinois, has crowded corn and soybeans towards maturity during the past week. Corn conditions are the most uneven since 1936, with the better prospects in the northern sections and in the western half of the State and the uneven and poorer corn more prevalent in upper central, east central, and southeastern Illinois. The latter area is becoming extremely dry, where many fields, especially of later corn, have been stunted and are practically a failure from a grain standpoint. A further shrinkage in the general yield prospect in parts of central and east central Illinois and in all of southeastern Illinois has been offset to a large extent by improvement in the northern and western districts.—A. J. Surratt, Sr., Agricultural Statistician.

Topeka, Kan., Sept. 18.—Altho the acreage of hybrid corn in Kansas has increased from about 1 per cent in 1938 to 8 per cent in 1940, the State is far behind most corn belt states in the proportion of the total acreage which has been planted to hybrid varieties. The area planted to hybrid corn in Kansas this year is estimated at 252,000 acres compared with 133,000 in 1939 and 25,000 in 1938, according to the U. S. and State Boards of Agriculture. Coincidental with the increasing acreage of corn planted with hybrid seed has been an increased use of fertilizers, the tendency to plant corn on more fertile fields and hybrids on the most fertile fields, and a widespread use of efficient high-speed machinery. The seasons in recent years, too, have been generally favorable. The late falls of 1938 and 1939 were especially favorable to the long-season hybrids. And the seed has been handled and stored in such a way that it is likely to give a better stand. All of these factors make the evaluation of the effect of hybrids on yield per acre more difficult, particularly since hybrids appear to vary widely in yielding power.—Samuel J. Gilbert, Agri. Statistician.

Decatur, Ill., Sept. 21.—A mid-September heat wave this week, temperature reaching 96 degrees yesterday, is rapidly maturing the corn and soy bean crops. Favorable finishing weather the past two weeks has advanced the maturity of the corn to where through this section the crop is now well in the clear of damage from frost. However, even with continued favorable weather corn husking will be at least two weeks later than last year. The soy bean crop is advancing rapidly with excellent weather for maturing. A few early fields were combined this week, showing nice quality, with the exception that there are still too many beans not fully matured. The beans contain a large percentage of foreign material, green, heavy weed seeds that combines cannot clean out. Fields are much weedier than usual, which will make harvesting difficult. With continued favorable weather for another week the earlier fields should be ready to harvest. With the exception of some stunted fields of drilled beans in the drier areas, beans show fair to good podding. Some of the poor acreage has not been plowed under on account of the ground being too dry. Rowed beans are showing up to the best advantage. There is every indication that the acreage of beans planted in rows next year will show a marked increase. There has been more resistance on the part of growers to sell beans than has been experienced in years. Present price level is not very attractive when reduced yields are taken into consideration.—Baldwin Elevator Co.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Brandon, Wis., Sept. 21.—Not much movement in grain of any kind.—Farmers Elevator, Perry J. Buteyn, mgr.

Hazleton, Ind., Sept. 19.—Very little grain already harvested is in the farmers' hands.—Hazleton Flour Mills.

Chicago, Ill., Sept. 23.—Chicago today received a car of new crop soybeans, the first of the season. It was from central Illinois, grading No. 2 yellow, 57 lbs. and 11.20% moisture.

New York, N. Y.—Receipts and shipments of grain, in bushels, during August as compared with August, 1939, shown in parentheses, were as follows: Receipts, wheat, 2,076,210 (760,400); corn, 393,678 (167,999); oats, 28,600 (81,000); rye, 1,700 (3,400); barley, 3,400 (25,000); millfeed (tons), — (33); shipments, wheat, 950,000 (510,000); corn, 120,000 (54,000); rye, 56,000; clover seed, 1,344 (588).—Dept. of Information & Statistics, Produce Exchange.

Toledo, O.—Receipts and shipments of grain, expressed in bushels, for the month of August compared with the same month a year ago, 1939 expressed in parentheses, are as follows: Receipts, wheat, 5,247,000 (2,682,000); corn, 187,600 (240,800); oats, 980,700 (142,800); rye, 5,600 (1,400); barley, 42,000 (109,400); soybeans, 193,500 (274,500); shipments, wheat, 373,000 (303,200); corn, 91,000 (87,795); oats, 520,800 (277,590); rye, 7,000 (10,920); barley, 12,600 (1,295); soybeans, 3,000 (6,435).—A. E. Schultz, sec'y, Toledo Board of Trade.

Duluth, Minn.—Elevators in this market are commencing to feel the pinch of storage shortage and are doing everything possible to avoid becoming blocked. Grain stocks have been increasing at a rapid pace and reducing the open space in all houses but with a slowing down in receipts and the country advised to restrict shipments to enable elevators to clean up, conditions are expected to improve. With most houses virtually filled the problem to keep stuff moving in and out has become more difficult. At the close of business Sept. 21, elevators held an accumulation of approximately 39,127,000 bus. of all kinds of grain against 33,255,000 bus. same time last year. Of this amount 32,000,000 bus. of it was wheat, including 6,341,652 bus. Canadian in bond and the remainder coarse grains. In addition there is afloat in a freighter 178,000 bus. wheat and loaded into box cars 85,000 bus. rye and a fair amount of flaxseed for holding as a relief measure.—F. G. C.

Springfield, Ill., Sept. 13.—Reserves of old soybeans on farms at 4% of 1939 production are above average.—A. J. Surratt, statistician, U. S. D. A.

Falls City, Neb., Sept. 23.—Of the first 6,000 bus. of government farm stored corn ordered to steel tanks in this territory, 3,000 bus. was refused because the corn showed damage from weevils and other causes.

St. Joseph, Mo.—Receipts and shipments of grain, in bushels, during August as compared with August, 1939, expressed in parentheses, were as follows: Receipts, wheat, 372,800 (377,600); corn, 345,000 (238,500); oats, 254,000 (352,000); rye, 3,000 (4,500); barley, 3,500 (—); soybeans, 12,000 (—); shipments, wheat 475,600 (371,200); corn, 174,000 (42,000); oats, — (28,000); rye, 3,000.—St. Joseph Grain Exchange.

Ottawa, Ont., Sept. 19.—Canadian wheat in store for the week ending Sept. 13, 1940, increased 15,254,318 bus. as compared with the preceding week and increased 109,865,517 bus. when compared with the corresponding week in 1939. The amount in store was reported as 331,813,349 bus. compared with 316,564,031 bus. for the preceding week and 221,952,832 bus. for the week of Sept. 15, 1939. Wheat receipts in the Prairie Provinces for the week ending Sept. 13, 1940, amounted to 16,264,339 bus., an increase of 610,698 bus. over the revised figure of the previous week when 16,875,037 bus. were marketed. During the corresponding week a year ago the receipts were 42,806,627 bus. Marketings in the three Prairie Provinces for the six weeks from Aug. 1, to Sept. 13, 1940, as compared with the same period in 1939 were as follows, figures within brackets being those for 1939: Manitoba 12,968,818 (38,223,675); Saskatchewan 40,676,969 (78,876,217); Alberta 11,948,547 (27,882,921) bus. For the six weeks ending Sept. 13, 1940, and the same period in 1939, 65,594,334 and 144,982,813 bus. were received from the farms.—R. H. Coats, Dominion statistician.

Flaxseed in the Northwest

Minneapolis, Minn., Sept. 21.—Clear weather over the Northwest during the past week has hurried along the harvesting of our flax crop, especially in the northern zones. With the exception of some late flaxseed in Montana which has not matured, the crop has now been cut and, for the most part, harvested. Receipts, although smaller than a week ago, are still showing daily over 100 cars at Minneapolis and the arrivals are taxing the storage capacity of the local elevators to the utmost. With the persistent, large volume of arrivals, prices have worked down somewhat this week. Cash premiums have also declined and the No. 1 flax is now selling at 3c to 4c under the Minneapolis December option at Minneapolis.—Archer-Daniels-Midland Co.

From Abroad

The Hungarian Ministry of Agriculture is planning the building of 14 granaries in the Tisza district.

The first Argentine official report shows 17,053,000 acres seeded to wheat, or 782,000 acres less than last year.

Improved farming and irrigation methods have turned Egypt from a wheat importing country into a wheat surplus country.

Argentina has decided to prohibit exportation of wheat unless by official permit. What surplus remains is needed to supply Brazil.

Turkey has decreed that there shall be no grain exports except by special permit. The wheat surplus in that country is estimated at 30,000,000 bus.

Expiring Swedish regulations authorizing the duty free importations of wheat, rye and flours of these, under certificates issued upon exportation of Swedish wheat or rye, have been continued for one year beginning Sept. 1, 1940.

Sweden is negotiating with Slovakia for purchases of feedstuffs and malt, and is controlling the movement of hay and planning loans to farmers for purchase of feed to prevent excessive slaughtering owing to shortage of feedstuffs.

German-controlled territories purchased annually 60 per cent of the Argentine corn crop 56 per cent of the Argentine hides and skins, 55 per cent of the flaxseed crop, 40 per cent of the wool and 10 per cent of the Argentine meat products.

France has fixed the price of wheat from the 1940 crop at 214 francs a quintal, equivalent at pre-armistice rate of exchange, to \$1.32 per bushel. The government set an additional charge of two francs a quintal a month for storage and other expenses and agreed to advance funds necessary for these expenses to farmers during 1940 and 1941.

The Argentine Grain Board on Sept. 12 bought about 40,000,000 bus. of surplus corn at about 25c per bushel, the first purchase under the law, which authorizes the government to buy all of the 1939-40 corn crop at \$4.75 m.n. per 100 kilos in bags f.a.s. Buenos Aires, or its equivalent. Corn on the cob may be bought until Nov. 30, and 15 days later if shelled.

To attempt to buy or underwrite the products of South America, of which we already have a surplus, is pure bunk and war propaganda of the worst kind.—R. W. Babson.

Open Interest in Future Deliveries

As reported by the C.E.A. for wheat, corn, oats and rye, and by the Board of Trade Clearing House for soybeans the open interest in all futures on the Chicago Board of Trade recently has been as follows, in 1,000 bus.:

	Wheat	Corn	Oats	Rye	Soybeans
Apr. 6	98,360	40,703	13,316	15,388	6,434
Apr. 20	114,612	37,897	12,949	17,090	6,137
May 4	128,045	31,613	12,601	17,875	5,172
May 11	124,562	30,967	11,493	18,454	4,629
May 25	78,840	24,507	8,514	16,200	2,533
June 8	70,025	23,292	8,339	16,190	2,388
June 15	67,184	23,456	6,839	15,823	2,170
June 22	66,555	23,493	6,818	15,817	2,121
June 29	65,468	22,290	7,087	15,836	2,224
July 6	68,804	22,335	7,643	15,164	1,802
July 13	76,482	21,943	8,296	15,303	1,810
July 20	79,485	20,683	8,474	15,805	1,732
July 27	79,178	21,409	9,075	16,330	1,827
Aug. 3	80,359	22,134	9,571	16,427	1,778
Aug. 10	82,082	22,982	10,061	17,734	2,390
Aug. 17	80,492	22,585	10,131	16,515	2,781
Aug. 24	77,384	22,927	10,163	16,075	2,906
Aug. 31	70,137	22,470	10,403	15,469	2,963
Sept. 7	60,516	22,779	10,560	14,290	3,010
Sept. 14	59,707	22,075	10,961	13,962	3,038
Sept. 21	58,871	19,176	10,132	14,601	3,168

*High, 1940. †No trade.

Daily Closing Prices

The daily closing prices for wheat, corn, oats, rye, barley and soybeans for December delivery at the following markets for the past two weeks in cents per bushel have been as follows:

	Wheat													
	Option High	Option Low	Sept. 11	Sept. 12	Sept. 13	Sept. 14	Sept. 16	Sept. 17	Sept. 18	Sept. 19	Sept. 20	Sept. 21	Sept. 23	Sept. 24
Chicago	110 1/4	68 3/4	76 3/4	76 1/4	76 1/4	76 1/4	76 1/4	77	77 1/4	77 1/4	77 1/4	77 1/4	79 1/4	79 1/4
Winnipeg	79 3/4	71 1/4	74 1/4	74 1/4	74 1/4	74 1/4	74 1/4	74 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4
Minneapolis	84 1/4	66 1/4	75 1/4	75 1/4	75 1/4	75 1/4	75 1/4	77	76 1/4	76 1/4	76 1/4	76 1/4	78 3/4	78 3/4
Kansas City	80 1/4	62 3/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	71 1/4	72 3/4	72 3/4	72 3/4	72 3/4	74 3/4	74 3/4
Duluth, durum ...	74	63	68 3/4	67 3/4	67 3/4	68	68	68 1/4	69	68 1/4	68 1/4	68 1/4	60 3/4	70
Milwaukee	85 1/4	68 3/4	76 1/4	76 1/4	76 1/4	76 1/4	76 1/4	77	77 1/4	77 1/4	77 1/4	77 1/4	79 3/4	79 3/4
Corn														
Chicago	67 3/4	53 1/4	57 1/4	56 3/4	56 3/4	56 3/4	55 1/4	55 1/4	55 1/4	55 1/4	56	56 1/4	57 1/4	58
Kansas City	57 1/4	51	55 1/4	55 1/4	54 1/4	55	53 1/4	52 1/4	52 1/4	52 1/4	53 1/4	53 1/4	55	54 1/4
Milwaukee	60 3/4	53 1/4	57 1/4	56 3/4	56 3/4	57	55 1/4	55 1/4	55 1/4	55 1/4	56	55 1/4	57 1/4	58
Oats														
Chicago	34 1/4	27 1/4	29 3/4	29 3/4	29 3/4	29 3/4	29 3/4	30	29 3/4	30	30 1/4	30 1/4	30 3/4	30 3/4
Winnipeg	29 1/4	25 1/4	27 3/4	28	28 3/4	28 3/4	28 3/4	28 3/4	28 3/4	28 3/4	27 3/4	28	28 3/4	28 3/4
Minneapolis	31	24 1/4	26 3/4	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4	27 1/4	26 1/4
Milwaukee	34 1/4	27 1/4	29 3/4	29 3/4	29 3/4	29 3/4	29 3/4	30 1/4	29 3/4	30	30 1/4	30 1/4	30 3/4	30 3/4
Rye														
Chicago	50 3/4	38 3/4	43 3/4	43 3/4	43	42 3/4	43	43 3/4	43 3/4	44	43 3/4	44 3/4	44 1/4	44 1/4
Minneapolis	46 3/4	36 3/4	41 1/4	41 1/4	40 3/4	40 3/4	40 3/4	40 3/4	40 3/4	41	40 3/4	42 1/4	42 1/4	41 1/4
Winnipeg	48 3/4	39 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	44	43 3/4	44 3/4	44 3/4	44 3/4
Barley														
Minneapolis	38	33 1/4	36 3/4	36 3/4	36 3/4	36	36	36	35 3/4	36	36	35 3/4	35 3/4	35 3/4
Winnipeg	38 1/4	30 1/4	33 3/4	33 3/4	34 1/4	34 1/4	35 3/4	36 3/4	35 3/4	35 3/4	35 3/4	35 3/4	36 3/4	36 3/4
Soybeans														
Chicago	77 1/4	67	75 1/4	74 3/4	74 1/4	74 1/4	74	73 3/4	74 3/4	73 3/4	74 3/4	74 1/4	75 1/4	77 1/4
Canada Exchange	85 1/4	85 1/4	84	82 1/4	83	83	83 3/4	84 1/4	83 3/4	83 3/4	84 1/4	84 1/4	84 1/4	84 1/4

The National Association on to Louisville, Ky.

To the Members of

The Grain & Feed Dealers National Association:

The 44th annual convention of your association which will be held in Louisville, Ky., Oct. 14-15, will not be just another convention, but will be a serious business meeting for the consideration of the pressing problems of the grain trade. The policies which will be adopted will have an important bearing on the future of the grain industry. Never before have public relations attained so great importance as at the present time, and public relations problems can only be effectively handled through association action.

Our Louisville hosts have planned a fine entertainment program—in fact one of the finest ever prepared for a grain dealers national convention—so that when the day's work is over you will be assured of a most delightful time.

I wish personally to urge every member to attend this important convention.

Brookings, S. D.

Sincerely yours,

E. H. Sexauer,

President.

Entertainment for Grain Dealers at Louisville

Louisville com'ites are preparing an elaborate program for the entertainment of grain dealers attending the annual convention of the Grain & Feed Dealers National Ass'n Oct. 13-15. Preparations are in the capable hands of general com'ite chairman Rees H. Dickson, com'ite sec'y W. C. Newkirk, and nine com'ites, as follows:

BUDGET AND FINANCE: Robinson S. Brown, chairman; Fred Borries, and Leonard Hewett.

GENERAL ENTERTAINMENT: Lee Babcock, chairman; C. F. Kienzle, V. A. Oberting, and H. K. Blandford.

PUBLICITY: C. F. Kienzle, chairman, and E. H. Henken.

LADIES' ENTERTAINMENT: H. K. Blandford, chairman; J. P. Miller, E. F. Schwab, and R. F. Schwab.

REGISTRATION AND RECEPTION: C. G. Ferguson, chairman; John White, Wm. S. Campbell, F. G. Rankin, Wm. Thomson, Jr., and H. N. Perkson.

BANQUET: V. A. Oberting, chairman; R. B. Scherr, and J. P. Miller.

GOLF: Clark Yager, chairman; Ed. Aubrey, Mark Brumleve, and Harry Volz, Jr.

TRANSPORTATION: Milton Grabfelder, chairman, and G. T. Priestley.

HORSE SHOW: Henry Fruechtenicht, chairman; Dan Collins, E. J. O'Brien, Jr., and C. June Cronan, Jr.

Delegates to the Grain & Feed Dealers National Ass'n convention are assured every minute filled with Kentucky hospitality and kept busy with engrossing activity thru the efforts of these com'ites. Here each com'ite chairman tells some of the good things in store:

REES H. DICKSON, general com'ite: We have been fortunate in having the finest group of com'itemen ever assembled, each working 100 per cent to give the Grain & Feed Dealers National Ass'n what we earnestly believe will be the best convention it has ever held.

W. C. NEWKIRK, com'ite sec'y: Com'ite members have consulted frequently with each other to co-ordinate local convention activities and prepare for their smooth execution.

LEE BABCOCK, general entertainment: An elaborate entertainment has been prepared in keeping with the best traditions of Kentucky. Come and have a good time.

C. G. FERGUSON, reception: We will have 10 or 15 receptionists from the local trade on hand, each wearing a badge so that he or she

may be readily recognized. Walk up to any of them and get acquainted. Each will do his or her best to make your visit a happy one.

CLARK YAGER, golf: Fifteen golf prizes ranging from top flight matched sets of woods and irons, down to pen and pencil sets, are awaiting the competition between golf enthusiasts at the convention. The play-off will be at the Audubon Country Club the afternoon of Oct. 15, where Bobby Craigs, our pro, will work out the handicap basis for each before the playing starts.

C. F. KIENZLE, publicity: The grain trade has been kept well advised of preparations for the convention, and we are anticipating a big crowd. Come and meet your friends.

V. A. OBERTING, banquet: A well-balanced program of entertainment will follow the banquet, including a floor show, and witty and entertaining Fitzgerald Hall, president of the N. C. & St. L. railroad, and former president of the Southern States Industrial Council, as the after-dinner speaker. Jimmy Robertson and his orchestra will dish out the music after the regular entertainment features to keep dancers interested as long as they care to dance.

MILTON GRABFELDER, transportation: Transportation has been arranged for all convention features. Buses will be provided to take delegates to and from the golf course, the horse show, and on tours of the city.

ROBINSON S. BROWN, finance: Close cooperation between all com'ite members has worked out a well balanced program where each attending delegate will find something of interest.

HENRY FRUECHTENICHT, horse show: Those who like horses cannot help but like the horse show. Competition will be keen and there will be a display of fine animals that rate with the bluest of the blue-bloods. (See story on horse show.)

H. K. BLANDFORD, ladies' entertainment: The ladies come in for special entertainment. Ladies' features start with a cocktail (tea, if you prefer) party from 4 to 6 o'clock Sunday afternoon, and include a theatre party and a tour of the historical sights of Louisville.

Louisville's Breweries

Kentucky breweries increased their production of malt liquors by 2,000,000 gallons, or 11.3% in 1939. Their total output was 25,606,000 gallons, compared with 23,319,000 gallons in 1938.

Louisville has four of the leading breweries in the state. These are the Fall City Brewing Co., the Frank Fehr Brewing Co., the Frankmuth Kentucky Brewing Co., and the Oertel Brewing Co., Inc.

Louisville Will Have Grain Grading School

A grain grading school is one of the many features offered delegates attending the Grain & Feed Dealers National Ass'n convention in Louisville a day ahead of time. It will be held in the roof garden of the Brown Hotel, Oct. 13, beginning promptly at 9:00 a. m. and will offer discussions of prominent grain handling problems, as well as studies in the grading of grain.

C. E. Skiver, of Purdue University, the man who played a prominent part in cleaning up southern Indiana wheat thru employment of portable seed cleaning and treating machines, will talk on garlic control at the morning session, which opens at 9 o'clock a. m.

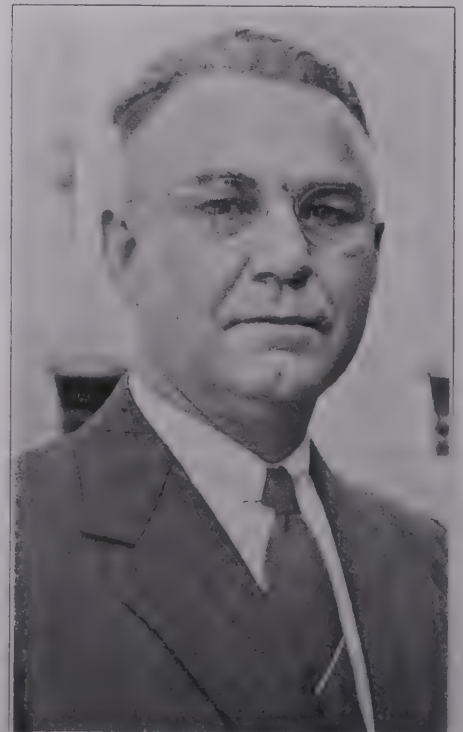
Dr. W. A. Price, of the University of Kentucky, Lexington, will talk on weevil control in stored grain and analyze up-to-date solutions for this problem, during the afternoon session.

W. B. Combs, Chicago, extension department of the U. S. Department of Agriculture, will make clear many grain grading factors by showing kodachrome (colored) slides illustrating the kernel characteristics of wheat, oats, and soybeans.

Actual grading studies will be conducted with samples of wheat, soybeans, corn, and oats for every delegate. A number of chief grain inspectors and grain grading supervisors from points in Indiana, Kentucky, and Ohio will be present so that each delegate will receive individual instruction in picking and grading samples.

An unusual feature in this year's grading school is the invitation extended to county agents in all Kentucky and Indiana counties near Louisville. Not only are county agents invited to attend, but they are urged to bring with them influential farmers.

The grading school is in charge of J. W. Wesson, grain supervisor, 301 U. S. Post Office, Louisville. Drop him a line and tell him you are coming, so he can know in advance the number of delegates for whom to prepare.



J. W. Wesson, federal grain supervisor for the Louisville area, who has charge of grain grading school.



Officers of Affiliated Ass'n's Will Meet

Secretaries and officers of the 23 grain and feed trade associations affiliated with the National Association will again have their own "off-the-record" conference the day preceding the opening of the annual meeting of the Grain and Feed Dealers National Assn. This conference will be held at the Brown Hotel Louisville Oct. 13.

L. C. Webster, secretary of the Northwest Country Elevator Assn., Minneapolis, and chairman of the secretaries' group, will preside. At least 15 secretaries of affiliated associations are expected to attend, and they are expected to bring with them a number of their association officers.

At these meetings the secretaries confer with leaders of trade groups and with representatives of government agencies with which they must deal. This year some of the topics they will discuss with trade and government leaders, and among themselves, are: uniform storage contract, wages-and-hours problems, national legislation, safety code work, association organization, uniform grain grades, and transportation problems.

Members of the secretaries' group include: L. C. Webster, Minneapolis; J. F. Moyer, Dodge City, Kans.; W. D. Flemming, Minneapolis; D. K. Steenbergh, Milwaukee; A. G. Campbell, Ft. Worth, Tex.; Dean Clark, Chicago; Harold Thiele, Des Moines, Ia.; I. J. Stromnes, Sacramento, Calif.; Joe Morris, Amarillo, Tex.; Don Gemberling, Spokane, Wash.; John G. Wilson, Seattle, Wash.; Leon S. Jack-

son, Portland, Ore.; E. R. Humphrey, Enid, Okla.; W. W. Cummings, Columbus, O.; D. Clifford Jones, Weedsport, N. Y.; J. N. Campbell, Omaha, Nebr.; Lewis Abbott, Hamburg, N. Y.; A. H. Meinershagen, Higginsville, Mo.; A. E. Walcott, Sagnia, Mich.; Fred K. Sale, Indianapolis, Ind.; W. E. Culbertson, Delavan, Ill.; B. O. Holmquist, Omaha, Nebr.; Louis E. Thompson, Glen Ridge, N. J.; R. A. Gallier, Sterling, Colo.

Louisville's Market for Soybeans

A Louisville market for commercial soybeans is represented by the recently expanded soybean processing plant of the Buckeye Cotton Oil Co., subsidiary of the Procter & Gamble Co. of Cincinnati.

This plant has 1,000,000 bus. of storage space in a modern reinforced concrete elevator with fast handling conveying and elevating machinery, and two car-unloading pits.

The elevator is connected thru conveyors with a processing plant equipped with five Anderson expellers and one French screw press, and all the complementary roller mills, hammer mills, filters, driers and other machinery necessary to the processing of soybeans.

Under construction and expected to be ready for new crop beans is a 6-story solvent extraction plant which will double the processing capacity. Combined processing capacity of the plant will be 200 tons daily, or 60,000 tons a year, which is the equivalent of 2,000,000 bus. of soybeans.

The plant is located on the Southern railroad at Floyd & K streets.

Louisville's Feed Mills

Louisville has two feed mills in addition to the Ballard & Ballard Co. mill, a division of which is devoted to manufacture of feeds as described elsewhere.

FERNCLIFF FEED & GRAIN CO., operated by E. F. Schwab, is located on the L. & N. railroad at Logan & Breckenridge streets. It has a 15,000 bu. cribbed elevator in addition to a large warehouse for storing sacked products.

All efforts of this company are devoted to production of "Crackerjack" and "P.D.Q." feeds for poultry and livestock, a familiar sight in the feed stores of Kentucky and the Southeast.

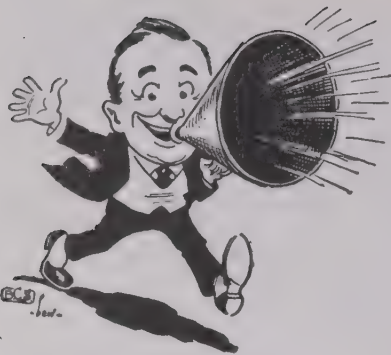
AUBREY & CO., headed by Ed Aubrey, has two feed mills. Its main plant on the Big 4 railroad at 917 Geiger street, has a grain elevator with capacity for 50,000 bus., and several warehouses for sacked products. Its branch plant on Garden street has an elevator with capacity for 20,000 bus. in addition to warehouse space.

Aubrey & Co. manufacture the well advertised "Red A" and "Supreme" brands of livestock and poultry feeds. Its two plants have switching capacity daily for 18 cars; its warehouses have storage capacity for 200 carloads of sacked feeds. The company manufactures a line of mixed concentrates in addition to its regular lines of feeds, and does a big business in distributing feed ingredients to other feed manufacturers.

The Louisville General Committee for National Ass'n Convention



Seated, l to r: Robinson S. Brown, finance; Rees H. Dickson, general com'te chairman; W. C. Newkirk, general com'te sec'y; V. A. Oberting, banquet.
Standing, l to r: Lee Babcock, general entertainment; Clark Yager, golf; C. F. Kienzie, publicity; H. Fruechtenicht, horse show; H. K. Blandford, ladies' entertainment; W. E. Morrow, Board of Trade sec'y; C. G. Ferguson, registration and reception; Milton Grabfelder, transportation.



Tell All the Trade All About It.

Grain Storage Facilities at Louisville

Louisville's grain storage and grain handling facilities consist of the Kentucky Public Elevator, and the private elevators of Ballard & Ballard, Washburn Crosby Co., Buckeye Cotton Oil Co., Henry Fruechtenicht, S. Zorn & Co., Callahan & Son, Thomson Grain Elevator Co., Oscar Farmer & Sons, and Western Elevator & Warehouse.

Data regarding the flour mills and soybean processing plant appear under those headings elsewhere. Here is a quick review of each of the elevators.

KENTUCKY PUBLIC ELEVATOR, owned and operated by the Kentucky Public Elevator Co., is located at 1400 Gallagher street. President and manager of the company is Rees H. Dickson. Charles A. Villier, is vice president and treasurer; J. M. Hanrahan, sec'y.

The elevator is of reinforced concrete construction and has capacity for 1,550,000 bus. in 115 separate bins with capacities ranging from 1,000 bus. to 32,000 bus. It is federally bonded and licensed.

In the elevator are 7 elevating legs, numerous cleaners, sacking machinery, and a 2,000 bu. per hour Hess drier.

Receiving capacity of the elevator is 40 cars per day; loading out capacity is 75 cars per day. The elevator is located on its own railroad tracks with direct connections to the I. C., L. & N., Southern, and Pennsylvania railroads and the K. & I. Terminal railroad, thru which it reaches all other roads in the city.

THE GOLD PROOF ELEVATOR, at 14th & Ormsby, is operated by S. Zorn & Co., which is owned and managed by Harry A. Volz, Jr.

This cribbed and concrete elevator has capacity for 650,000 bus. in bins ranging from 5,000 to 37,000 bus. capacity each. The storage is federally licensed and bonded.

The elevator is equipped with 4 legs, numerous cleaners, sacking facilities, and a 1,000 bu. per hour Hess drier. It is equipped with a McMillin truck lift for dumping semi-trailers, separate from its car unloading facilities.

The elevator has its own tracks connecting directly with the L. & N., I. C. and Southern railroads and with the K. & I. Terminal rail-

road. Receiving capacity is 35 cars per day; loading out capacity 40 cars per day.

The company does a storage, transfer, and merchandising business in corn, oats, wheat and rye that runs into the millions of bushels annually, keeping its traffic manager, C. F. Kienzle, busy with directing the flow of its receipts and shipments.

THE ELECTRIC ELEVATOR is owned and operated by Callahan & Son, of which R. Lee Callahan is president and manager. T. H. Minary, vice president, and Miss Agnes Wellington, sec'y-treasurer.

This steel and cribbed elevator is located on the I. C. railroad at 918 S. 13th street. It has capacity for 200,000 bus. and is well equipped with cleaners, turning, sacking, and drying facilities, and has 6 legs. It can unload 20 cars and load 30 cars per day.

Principal business of this federally licensed and bonded elevator is storage.

THE BIG FOUR ELEVATOR on the Big 4 and L. & N. railroads at Hancock street, with 50,000 bus. capacity, and the Southern Elevator at 7th and Mix streets, with another 25,000 bus. capacity, give wholesaler Henry Fruechtenicht a total of 75,000 bus. capacity for grain, and two large warehouses for sacked products. Thru these two elevators he can handle 15,000 bus. of grain daily.

Henry Fruechenicht operates under his own name as an individual. He does a big wholesale business in grain, feed, hay and straw, and is a prominent factor in the movement of grain to Kentucky distilleries.

THOMSON GRAIN ELEVATOR CO. has 260,000 bus. capacity in a modernized, reinforced concrete elevator on the L. & N. and Southern railroads at Brook & Eastern Parkway.

This elevator is equipped with an Ellis drier with capacity for 500 bus. per hour, has two legs, cleaners, and other machinery important to handlers of grain. The elevator can load and unload 20 cars of grain daily.

W. A. Thomson, Jr., the operator, does both a storage and a carlot merchandising business. He is the son of W. A. Thomson who originally established at Louisville as W. A. Thomson Co. in 1881.

OSCAR FARMER & SONS, at 213 N. 15th St., on a Monon siding, are among the oldest grain dealers in the city, having operated continuously since 1884. This company operates a 50,000 bu. cribbed and iron-clad elevator and warehouse, handling grain, hay, and feed ingredients and distributing Hales & Hunter's "Red Comb" lines of poultry and livestock feed.

The firm has a large branch warehouse near the stockyards from which it distributes a long line of farm supplies as well as grain and feed.

H. K. Blandford is president of the firm; J. H. Trent, vice president; F. M. Flowers, sec'y-treasurer, and Nora Carroll, assistant sec'y.

WESTERN ELEVATOR & WAREHOUSE is a 12,000 bu. frame, iron-clad elevator at 1406 W. Kentucky, on a Pennsylvania railroad siding. Connected to the elevator is a large warehouse for stocking feeds, feed ingredients and other lines associated with grain. Edw. S. Miller is proprietor of this plant.

IN ADDITION to the views of six of the Louisville grain handling plants shown on our outside front cover views of other plants are shown on pages 250, 251, 252 and 256. Other processors include 14 distilleries and six breweries. The needs of all these plants make an active market for grain at all times.

Changes in National Ass'n Program

A few changes of minor nature are being made in the annual program for the convention of the Grain & Feed Dealers National Ass'n, in Louisville, on Oct. 14 and 15. Placing of Registration Day on Oct. 16 brought up the possibility of its effect on attendance at the convention, but Louisville hosts and National Ass'n officers believe it will have only a limited influence, and not enough to consider any change in convention dates.

H. L. Kearns, officer of the National Ass'n and member of the Country Elevator Committee, was forced to resign his place on the program because of illness. Mr. Kearns was to present the viewpoint of country elevators on the uniform storage contract, and also was to give the response for the trade to the address of welcome.

Interest has grown in the conference on Monday, Oct. 14, on the wages-and-hours problems of the trade. Responsible officials of the government division will be in this conference to answer questions and give an outline of the general meaning of trade exemptions.

The Transportation Act of 1940 will be another interesting subject on the conference program, the discussion to be opened by L. W. Horning of New York. M. B. Grover of St. Louis is expected to join with Mr. Horning in the discussion, especially on the point of barge lines under the new Act.

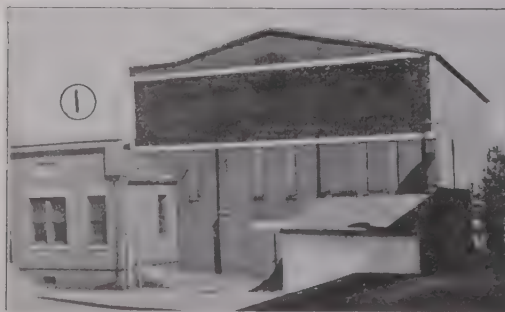
As part of the discussion of the uniform storage contract, on Monday evening, the Society of Grain Elevator Superintendents will have one of their officers present to discuss their interest in this subject, and to outline briefly the work of the Society.

Because the commission men have an important conference scheduled with government agencies prior to convention time, it is possible that they will have some new information to present to the convention delegates through their chairman, J. F. Leahy of Kansas City, who will speak on Tuesday morning.

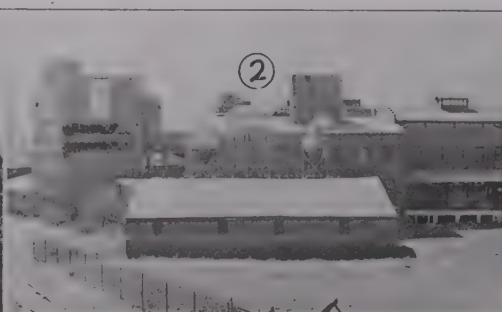
New C.C.C. Regional Headquarters at Chicago

Regional headquarters of the Commodity Credit Corporation have been established at Chicago, with Allan T. Sawyer as manager. Mr. Sawyer was engaged in the grain business at Kansas City from 1914 to 1929, and for 7 years has been an accountant and adviser to the Farm Credit Administration.

Ivan Harden, in charge of the Chicago office of the C.C.C., continues to direct all the operations connected with the redemption, storage and distribution of corn growing out of the federal loan program.



1. Main plant of Ferneliff Feed & Grain Co. at Louisville. This front view includes part of office and the main warehouse.



2. Aubrey & Co.'s Garden Street elevator and feed mill, Louisville, Ky.



3. The Western Elevator & Warehouse Co. plant at Louisville.



Headquarters The Brown Hotel, Louisville.

Brown Hotel, Convention Headquarters

Headquarters for the convention, and center of convention activities is the Brown Hotel, at 4th and Broadway, Louisville, where the Grain & Feed Dealers National Ass'n will meet Oct. 13-15.

In the Brown will be found attractive meeting rooms, fine suites and just plain rooms with bath, according to the wishes of the convention delegates.

Four air-conditioned restaurants, with a wide choice of prices, but a uniformly high standard of cuisine are handy to the main and lobby floors. These are the English Grill (for English atmosphere), the Coffee Shop, with automatic, electric-eye doors, and (the ladies will love this) the Tea Shop.

For a night spot there is the Bluegrass Room, with music and entertainment continuous, bathed in atmosphere with ceiling-high mirrors, a teak wood dance floor, and gigantic photomurals of Kentucky scenes and people.

The Brown is located convenient to all theatres, and shopping districts. Around the corner is the Brown Theatre, offering daily the pick of cinemas, and pictured news. Other leading theatres in the city are within a block or two of the hotel's entrances.

Those who drive will find garages and parking lots plentiful within a block's walk of the hotel and prompt service for cars to and from the hotel.

Rates begin at \$3 with bath. Make your reservations early!

Topeka, Kan.—The Thos. Page Mill Co. has filed an answer denying that it has granted any allowance in lieu of brokerage to the Piedmont Wholesale Grocery Co. of Piedmont, Mo., in violation of the brokerage section of the Robinson-Patman Act as alleged in a complaint recently issued by the Federal Trade Commission.

The Grain Dealers' Banquet at Louisville

"The Meaning of Democracy" will be considered by the headline speaker at the banquet of the Grain & Feed Dealers National Assn., in Louisville, Ky., the evening of Oct. 15. The speaker will be President Fitzgerald Hall of the Nashville-Chattanooga and St. Louis Railway. Mr. Hall is known as a brilliant speaker and a man of real prominence throughout the Nation. He was formerly president, and now is director, of the Southern States Industrial Council.

The toastmaster at the banquet will be William B. Harrison, former mayor of Louisville, and a man much in demand for public celebrations.

Following the banquet and the one speaker, there will be some entertainment provided by the Louisville hosts, and then the annual dance. The banquet will be in the Brown Hotel, convention headquarters.

Louisville Records Uptrend in Grain Receipts

Louisville traffic in grain showed an uptrend last year compared with the year before. The Dec. 31, 1939, report of Breckenridge Moore, Louisville's chief grain inspector and weighmaster, records the following movement statistics:

	Cars In—		Cars Out—	
	1938	1939	1938	1939
Corn	2,548	3,295	2,284	3,210
Oats	996	893	995	834
Wheat	3,477	3,242	1,159	808
Grain sorghums...	3	10	...	...
Rye	331	348	230	178
Soybeans	260	284	2	...
	7,615	8,072	4,670	5,030

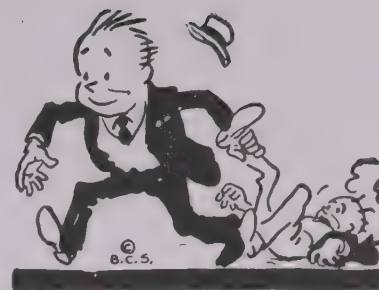
The annual report of Chairman Thurston B. Morton of the grain com'te of the Louisville Board of Trade, under the same date, adds the comment that more than 400 truckloads of wheat were inspected also in 1939.

The latter report points to an increase in Louisville grain storage facilities during 1939. Buckeye Cotton Oil Co. increased its storage capacity by approximately 750,000 bus. Washburn Crosby Co. modernized its old grain elevators and added 100,000 bus. to its elevator capacity.

These increases in storage facilities may be a factor in Chief Inspector Breckenridge Moore's comment regarding the first three quarters of 1940. "The uptrend in grain receipts has continued," he says. "Receipts this year have been heavier than a year ago. One of the reasons is the large volume of government-owned corn that the Commodity Credit Corp. has placed in storage in local elevators. Another is the tremendous volume of wheat that has been placed in storage under government loans.

"The latter is probably the reason that our inspections of truckloads of grain have tripled during the current year. Much of the wheat brought in by trucks has gone into storage, and inspections were necessary for warehouse receipts."

Grain inspection fees for this Board of Trade inspection service are \$1.25 per car in, 50c per car out, and 50c per truckload.



Bring Your Competitor.

Flour Mills a Market for Wheat

Louisville has two large flour mills creating a constant market for Ohio Valley wheat. They grind most of the city's receipts of this bread grain into flour for consumption in the southeast. These mills are Ballard & Ballard Co., at 912 E. Broadway, and Washburn Crosby Co., at 2432 S. Floyds.

BALLARD & BALLARD CO., "World's Largest Millers of Soft Winter Wheat Family Flour," is headed by Fred Borries, who is one of the directors of Louisville's Board of Trade, and chairman of its grain com'te. Rated producing capacity of the mill is 3,000 bbls. per day. Its elevators have capacity for 2,250,000 bus. of grain, and are fitted with every facility for receiving, shipping, turning and cleaning. Head of the grain division is the company's sec'y, Clark Yager.

This company manufactures "Obelisk" and other Ballard brands of family flour, pancake flour, biscuit flour, and cake flour. One division of the plant is devoted to production of Ballard's Insurance Feeds for poultry and Livestock, and Kennel-ets for dogs. Another division makes Ovenready Buttermilk Biscuits, distributed in dough form from eastern Texas and Kansas City to the Atlantic Coast, and from Chicago to the Gulf.

WASHBURN CROSBY CO.'S plant is a branch of this world famous milling company, which has its headquarters in Minneapolis. The local mill has capacity to turn out 1,000 bbls. of Gold Metal flours per day for the Southeastern trade, and its modern elevator has storage capacity for 350,000 bus. since completion of the addition described elsewhere in this number.

The plant is operated under the joint management of Charles G. Ferguson, grain buyer, in charge of grain operations; J. F. Grier, plant superintendent, and C. W. Smith, office manager.

The reduction of 3 cents in the pegged price of the December wheat future on the Winnipeg Grain Exchange improves the export position of Canadian wheat abroad.

Under the 1940 national electrical code recently approved new type wiring of a given size will have twice the capacity of the old wiring with equal safety. A job that would have cost \$407.69 under the old provisions, will now cost \$184.36. New rubber and synthetic compounds for insulation are recognized in the 1940 revision.



4. Washburn Crosby Co.'s mill and elevator in Louisville.
5. Henry Fruechtenicht's Hancock Street elevator and warehouse, Louisville.
6. Louisville Cereal Mills, with elevator capacity for 75,000 bus.

Louisville Feed Wholesalers

Louisville wholesalers of feeds, seeds, and kindred products distribute over a wide area, largely by truck.

C. J. JEWELL & SON is among the largest of these wholesalers. This firm is headed by A. B. Collins, who has a large drive-in truck depot, with many loading platforms, at 110 S. Johnson St. He distributes the "Red A" and "Tuxedo" brands of poultry and livestock feeds and "Daybreak" brand field and grass seeds thruout Kentucky as his main lines, and handles lime, salt, and other farm supplies as a part of his extensive stock.

A similar business is conducted by Checkerboard Feed Stores, Conrad J. Clausen, Feeders Supply Co., R. D. Riedling, and Sunshine Feed Store.

Calcium Carbonate Office at Louisville

Louisville is the home of the Calcium Carbonate Division of the Kentucky Stone Co. T. C. Ridge, head of this division, has his office in the Heyburn Building.

This company is a large carlot shipper of 98.5 per cent pure calcium carbonate refined for feeding purposes, and for mixing in commercial feeds.

Source of its products is the high calcium limestone deposits in Breckenridge county, Kentucky. Many carloads are shipped annually to the feed trade.

The company's specialties for the feed trade include 98.5 per cent pure feeding calcium carbonate, iodized calcium carbonate and manganese calcium carbonate, ready for mixing.

A Market for Corn and Rye

Kentucky is as famous for whiskey as it is for horses. Kentucky distilleries make Bourbon whiskey, named after the county Bourbon, where distillers settled following the whiskey rebellion in Pennsylvania after the revolutionary war.

The state's production of whiskey in 1939 approximated 37,500,000 gallons, an increase of 4,000,000 gallons, or 11.9 per cent over 1938. This is over 40 per cent of the total whiskey production in the United States. Taxpaid withdrawals approximated 24,400,000 gallons in 1939, an increase of 3,000,000 gallons, or 14.5 per cent over the preceding year.

Louisville and the Louisville area is the heart of the distilling industry in Kentucky. It has 14 large distilleries producing famous brands known the world over.

Louisville distilleries not only pay large revenues to state and national governments, but they furnish a big market for corn and rye produced in the middlewest. Of approximately 48,000,000 bus. of grain used by the distilling interests of the country in the fiscal year 1936, Kentucky distillers used 15,479,352 bus., divided

into 10,797,303 bus. corn, 2,573,330 bus. rye, and 2,108,000 bus. malt and other grains.

Louisville distilling interests have taken a prominent part in preparing Kentucky entertainment for the 1940 delegates to the Grain & Feed Dealers National Ass'n convention.

Louisville Brokers and Wire Houses

Brokers in the Louisville market, with widespread connections among the distilleries and thru the Southeast, are Stone & Co., operated by Sam P. Stone, in the Columbia Building, and Allen B. Harvey, 1406 W. Kentucky.

Grain, stock, and bond wire connections with leading markets are maintained by Granberry Co., in the Heyburn Building; Stein Bros. & Boyce, in the Starks Building, and W. L. Lyons & Co., 231 S. 5th.

The latter firm has made arrangements with the Brown Hotel to set up a board and maintain continuous grain market quotations convenient to the convention meeting halls of the Grain & Feed Dealers National Ass'n.

The Uniform Storage Contract at Louisville

One of the important sessions at the Grain and Feed Dealers National Ass'n meeting in Louisville, will be the evening of Monday, Oct. 14. This "group meeting" will be devoted to a review of the uniform storage contract now in effect between the warehouse trade and three government agencies, and other related subjects. President E. H. Sexauer will preside.

The country elevator group will report on the contract through Chairman S. W. Wilder and H. L. Kearns of the National Association's committee. These two men were active this past year in conference between the country trade and the representatives of government agencies.

The Terminal Elevator Grain Merchants Ass'n has asked its vice-president, P. C. Rutherford of Minneapolis, to present its view on this contract matter. J. C. Leahy of Kansas City, president of the Federation of Cash Grain Commission Merchants Ass'n, will be a principal speaker on the convention session of Oct. 15, but will also be at this Monday night meeting to help in the discussion of the commission man's problem with government agencies.

Because the Louisville hosts wanted to schedule their Horse Show in the afternoon, this important contract session was set for Monday evening, at 7:30. It will be one of the most interesting subjects on the annual program, especially since all members in attendance will be invited to give their experience with the contract, and to recommend any changes they think the National Association's committees should seek for 1941.



Breckenridge Moore, Louisville, Ky., Chief Grain Inspector and Weighmaster.

Louisville's Board of Trade

Louisville's Board of Trade is in reality a chamber of commerce. Many years ago it was essentially a commercial organization but times changed and its membership became a cross section of Louisville business interests, and its activities began to follow the lines of business promotion customarily associated with chambers of commerce.

The name "Board of Trade" was continued because Kentucky has a state law permitting a board of trade to supervise inspection and weighing of grain in its county. The Louisville Board of Trade hires the city's chief grain inspector and weighmaster, and supervises scale inspections. Thus, this important trade factor has been kept out of the hands of Jefferson county politicians.

Sec'y of the Louisville Board of Trade is Wm. E. Morrow. Traffic manager is Walter Newkirk, who has played a major role in rate adjustments for the grain interests of the city. Fred Borries of Ballard & Ballard Co., represents the flour and feed interest of the city on the directory.

The Board of Trade has a grain com'ite. This is headed by Fred Borries as chairman, and Rees H. Dickson as vice chairman. These officers and an executive com'ite representing a cross section of grain interests look after the grain affairs of the board. On the executive com'ite are C. F. Kienzle and Henry Fruechtenicht, representing grain interest, C. G. Ferguson for flour mills; G. T. Priestley, and Milton Grabfelder for the distilleries.



7. Oscar Farmer & Sons main elevator at Louisville.
8. Thomson Grain Elevator Co.'s reinforced concrete elevator at Louisville.
9. H. Fruechtenicht Co.'s elevator at 7th and Mix Streets, Louisville.

Railroads at Louisville

Louisville has eight railroads and a belt line servicing its grain elevators and grain consuming industries. These are Louisville & Nashville, the Illinois Central, the Southern, the Big Four, the Monon, the Chesapeake & Ohio, the Pennsylvania, the Baltimore & Ohio railroads, and the Kentucky & Indiana Terminal railroad.

These railroads absorb switching charges to and from Louisville elevators and grain consuming industries, and maintain transit privileges for ready continuance of grain and grain products from the north and west to the east and the southeast.

Board Memberships at Forty-Year Low

(Continued from page 245)

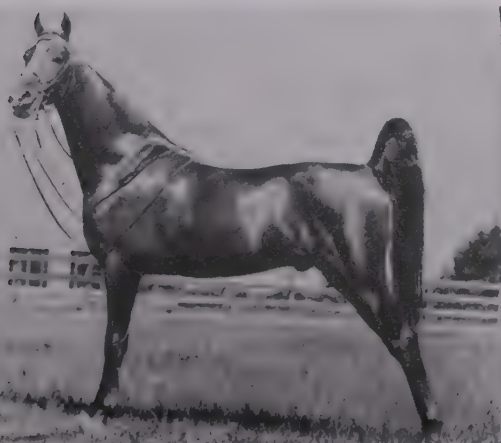
of the United States" by the Department of Commerce. This natural trend, productive of the greatest good to the greatest number, the Congress has attempted to arrest by means of artificial controls under the Adjustment Act; and in the five years from 1930 to 1935 the farm population increased two-tenths of one per cent from 24.8 per cent to 25 per cent. The problem still remains: what to do with the farm population in the face of a diminishing demand for their crops.

DECREASED PER CAPITA CONSUMPTION.—The substitution of automobile travel for pedestrianism is estimated to have reduced the energy requirements of the population to decrease the consumption of meat by 15 per cent in the decade 1920-1930. The per capita consumption of wheat has decreased. In the face of industrial development all the billions of dollars spent to subsidize the farmer can not stem the tide of movement off the land.

GOVERNMENT MAKES BUSINESS UNPROFITABLE.—In carrying out this false policy the federal government has done much to make business unprofitable. The government has set up metal bins in the country to store corn. It has asked the warehousemen to store grain at unremunerative rates. It has held back grain that should have earned transportation charges for the railroads. It has used its own methods of distributing grain to deprive the commission merchant of the business that was properly his.

It has been observed that the grain business is more sensitive to trade trends. That booms and depressions are first felt in the grain business. If this be true the sinking of the price of Board of Trade memberships to the lowest level in forty years must be an augury of the fate that will befall all other industry if the present trend toward government control of agriculture and industry is not reversed.

Old crop supplies of soybeans are small and receipts are extremely light.



Colonial Farm's Colonial Chief.

Weighmasters and Inspectors to Have Joint Luncheon

The Chief Grain Inspectors National Ass'n and the Terminal Grain Weighmasters National Ass'n will enjoy luncheon together in the Brown Hotel at 12:30 Sunday, Oct. 13.

The weighmasters meet on Sunday to get their own work out of the way, leaving members free for the grain dealers' meetings. Their tentative program includes the following topics:

With merchandising of grain at a very low ebb, what about personnel of weighing departments?

If present conditions continue can efficiency of weighing be maintained?

Discussion of the hopper scale specifications now under consideration.

Round table discussion.

Discussion of dust explosion hazards.

Election of officers will close the meeting.

The Grain Dealers' Horse Show at Louisville

When convention visitors start south to Louisville for the annual meeting of the Grain and Feed Dealers National Ass'n., on Oct. 14-15, they will associate the idea of Kentucky with the idea of thoroughbred horses. Louisville is the home of the famous Kentucky Derby, and Kentucky is America's center of breeding grounds for fine horses.

So naturally the outstanding entertainment event at the convention in Louisville will be the Horse Show, which convention hosts will stage at the famous Rock Creek Riding Club on Monday afternoon, Oct. 14. Transportation for men and women will be provided between the hotel and the Club. There will be a number of Kentucky's best known riding events, and Louisville hosts have offered to provide show horses for any members of the National Association who care to take part in a special riding competition. Any interested in taking part in such an event should notify Chairman Rees Dickson care of the Kentucky Public Elevator Co., Louisville, at once.

It may be a warm afternoon, but it will not be a dry one. For the hosts promise genuine Kentucky mint juleps to convention guests attending this Horse Show, and other refreshments for those who just don't like juleps.

A special printed program is being prepared for this Horse Show. The Louisville host committee already has contracted for famous horses to be seen in this Horse Show. It was originally planned to hold this show at night, but better light in daytime prompted the change. If some convention visitors are camera-fans, here will be a good chance to get some real convention pictures.

Driveway Observations

By TRAVELER

W. H. HAAS, who runs the Vandalia Roller Mills & Elevator Co., at Vandalia, Mo., has his hammer mill set in the basement of his feed mill building, with a spout into the hammer mill from the feed plant work floor.

Mixing of grains and feed ingredients before scooping them into the spout was complicated by the worn shovels of farmers. Two floors were quickly torn out by the ragged edges of these shovels. Then Mr. Haas conceived the idea of covering the floor with heavy sheet steel.

The sheet steel works fine. Mr. Haas' men are able to sweep it clean and put all of the grain and feed ingredients dumped on the floor into the mill.

"But it has its disadvantages," says Mr. Haas. "In the winter time, when farmers get snow and ice on their shoes, they slip on the steel and some object vigorously."



Injunction Restrains Tax on Interstate Coal Sales

The Knox Consolidated Coal Co. and Ayrshire Patoka Collieries, both of Indiana, on Sept. 21 were granted temporary injunctions by Justice L. E. Stone of the Circuit Court at Springfield, Ill., restraining Samuel L. Nudelman, state director of finance, from collecting the 3 per cent sales tax on coal produced in Indiana and sold by agents in Illinois.

The Indiana companies contend that the transactions of their agents in Illinois did not constitute doing business in the state, the sales being made f. o. b. Indiana mines, so the buyers became owners in Indiana. Plaintiffs are represented by Attorney Samuel M. Rinaker of Chicago.

Registration for the Draft

Some concern has been felt among the younger grain dealers about following the dictates of the law passed by Congress requiring registration for the draft on Oct. 16, the day following the convention.

Grain & Feed Dealers National Ass'n officers have arranged with officials in the War Department, and no one need stay home because of this requirement.

If need arises the district office of the War Department will set up a registration office at the Brown hotel one day of the convention to register the delegates who are unable to reach their home registration offices.

"Free" wheat is small supply, and reports from Minneapolis are that only about 10 per cent of the heavy arrivals were placed on open sale.



My Old Kentucky Home

COME TO

For the Annual Meeting of the Grain & F

WELCOME

Feed and Grain Dealers

CALCIUM CARBONATE DIVISION

THE KENTUCKY STONE COMPANY

HEYBURN BUILDING
LOUISVILLE, KY.

Producers of—

98.5% Pure Calcium Carbonate
Iodized Calcium Carbonate
Manganesed Calcium Carbonate

Greetings From

KENTUCKY PUBLIC ELEVATOR COMPANY

LOUISVILLE, KY.

Operators of a modern concrete elevator with capacity of 1,500,000 bushels, and with modern cleaning and drying facilities. Storers and handlers of grain of all kinds. Federally licensed and bonded.

Greetings from

THOMSON GRAIN ELEVATOR CO.

Operators of 260,000 bu.
modern, concrete elevator at
LOUISVILLE, KY.

TO the Grain &
Association, and

Greetings and

Louisville and Kentu
and old-fashioned S
visit to this metropol

OSCAR FA

HAY • GRAIN
DIS
RED COMB
RED HOR

213 N. 15th St.

Ferncliff Feed & Grain Co.

Incorporated

LOUISVILLE, KY.

Manufacturers of

"CRACKER JACK" and "P.D.Q."
Molasses Feeds

BUCKEYE COTTON OIL CO

MANUFACTURERS OF

Soybean Oil Meal

Phone Magnolia 7047

Floyd & K Sts.

Louisville,

BALLARD & BALLARD

912 E. Broadway

Welomes You to Louisville

WELCOME
to Louisville

Henry Fruechtenich

HAY, GRAIN
AND MILL FEED

LOUISVILLE

Feed Dealers Nat'l Ass'n, October 14-15, 1940

Feed Dealers National
Delegates to its convention:

Hearty Welcome

...awaits with open arms
...Southern Hospitality, your

MER & SONS

INC. —

• FEEDS • SALT

BUTORS

ULTRY FEEDS —

STOCK FEEDS

218 S. Johnson St.

S. ZORN & CO.

RECEIVERS AND SHIPPERS
OF GRAIN

SINCE 1879

Extends Greetings

WELCOME
Grain & Feed Dealers

C. L. Jewell & Son

110 S. Johnson St.

CALLAHAN & SONS

INC.

918 So. 13th St.
LOUISVILLE, KY.

GRAIN

U. S. Licensed Warehouse No. 3-1682

WESTERN ELEVATOR AND WAREHOUSE

EDW. S. MILLER, PROP.

Grain, Hay and Mill Feed

*All Feed Sold Only on Spot Cash
Basis at the Very Lowest Prices.*

1406 WEST KENTUCKY ST.
LOUISVILLE, KY.

Washburn Crosby Company

(TRADE NAME)

Central Division of General Mills, Inc.

GOLD
MEDAL



QUALITY
PRODUCTS

We are particularly interested in buying
your quality wheat for our quality products.

Grains for the Distillery Trade

STONE & CO.

413 Columbia Building
LOUISVILLE, KY.

AUBREY AND COMPANY

MANUFACTURERS

"RED A" and "SUPREME"

LIVE STOCK and

POULTRY FEEDS

947 Chestnut Street

LOUISVILLE, KY.

917 Geiger Street

The National Association at Louisville, Ky.

Plans are virtually completed for the forty-fourth annual meeting of the Grain and Feed Dealers National Ass'n, at Louisville, Ky., on Oct. 14 and 15. Some preliminary conferences, of interest to special groups, are scheduled in Louisville on Oct. 13. National and international development make this meeting one of the most important in the history of the National Ass'n.

The Louisville host committee, under the leadership of Director Rees Dickson, has prepared an interesting entertainment program, featured by the Kentucky Horse Show on the afternoon of Monday, Oct. 14, at the famous Rock Creek Riding Club. Horses will be provided for a special contest in riding for members of the National Ass'n if entries are received by Oct. 1.

As usual, various groups will meet at the time of the convention. The secretaries of grain and feed associations affiliated with the National Association, will have a special conference on Oct. 13. There will be an important grain grading school on the 13th, with a special program lasting throughout the day. Chief inspectors and weighmasters national ass'ns will meet again. The National Grain Trade Council will hold its luncheon on Monday noon with J. M. Mehl, newly appointed chief of CEA, as guest of honor.

Group meetings will devote their discussions to special subjects. One of the most important of these sessions will be on Monday evening, when members will consider the government's uniform storage contract and related matters. Another group meeting on Monday morning will be devoted to a discussion of the wages and hours problems. Uniform grades, transportation problems, and feed trade matters will be discussed in separate sessions.

Some of the speakers at the convention will be: President E. H. Sexauer, of Brookings, S. Dak., who will deliver the opening and "key-note" address; J. F. Leahy, president of the Kansas City Board of Trade, and president of the Federation of Cash Grain Commission Merchants Ass'n; Herman Fakler, vice-president of the Millers National Federation and representative in Washington, D. C., of that organization; Harold Stein, an official of the Wages-Hours Division of the Department of Labor, Washington, D. C.; S. W. Wilder, chairman of the Country Elevator Committee of the National Ass'n; David Steenbergh, prominent in the field of feed trade and sponsor of "Feed Week"; M. R. Glaser of Chicago, representing the Grain Institute in Chicago; I. J. Stromnes of Sacramento, Calif., and manager of the California Hay, Grain and Feed Dealers Ass'n; J. M. Mehl, chief of Commodity Exchange Adminis-

tration, Washington, D. C. Louisville has invited a prominent railroad executive to be speaker at the annual banquet, but his acceptance has not yet been received. One other speaker will represent the Terminal Elevator Grain Merchants Ass'n, on the Monday evening program.

Here is the Louisville program in condensed form:

OCTOBER 13—9:00 a. m., Grain Grading school; 9:30 a. m., Secretaries' session; 12:00 noon, Secretaries' luncheon; 1:30 p. m., Grading school, afternoon session; 2:00 p. m., Secretaries, afternoon session; 4:00 p. m., Informal reception for visiting ladies, at Brown Hotel; 5:00 p. m., Business meeting, Board of Directors, National Ass'n; 6:30 p. m., Annual dinner, directors, officers and past-presidents of the National Ass'n.

OCTOBER 14—8:30 a. m., Meeting, Nominations and Resolutions committees; 8:30 a. m., Breakfast, secretaries' group; 10:00 a. m., General Convention Session; Welcoming address by the Hon. Joseph D. Scholtz, mayor of Louisville; Response, by H. L. Kearns, Amarillo, Tex.; President's annual address, E. H. Sexauer; 11:00 a. m., Series of group meetings: Transportation, including a discussion of barge line and truck competition. E. H. LaBuddé, presiding; discussions led by Merle Grover of St. Louis, Lee Early of Cincinnati, O.; and I. J. Stromnes of Sacramento, Calif. Wages-Hours problems. Vice-President S. L. Rice, presiding. Discussions led by Harold Stein of Washington, D. C., Herman Fakler of Washington, D. C., and R. B. Bowden of St. Louis, Mo. Uniform Grades. A conference under the direction of the Uniform Grades Committee, Clyde Williams, chairman. E. J. Murphy, chief of the Grain Standards Division, Washington, D. C., will take part in the discussions; grading of soybeans to be a principle topic; 12:00 noon, Luncheon under auspices of the National Grain Trade Council, Chairman F. P. Hefelfinger of Minneapolis, presiding. J. M. Mehl, chief of Commodity Exchange Administration, will be honor guest at the luncheon; 1:30 p. m., Kentucky Horse Show, at the Rock Creek Riding Club, for men and women registered at the convention. Special refreshments to be served. Transportation from the hotel will be provided; 7:30 p. m., Theater party for visiting women, at Loew's; 7:30 p. m., Evening Convention Session. A discussion of the Government's Uniform Storage Contract, and related subjects. President Sexauer presiding. Representatives of the terminal elevator group, country elevator group, and commission merchants, will discuss government relationships. Visiting members will especially be asked to give their ideas of changes needed in the contract for 1941.

OCTOBER 15—8:30 a. m., Nominations and Resolutions Committees meet; 8:30 a. m., Secretaries of associations meet at breakfast; 10:00 a. m., General Convention Session. (A) Feed Men's Review. E. C. Dreyer, St. Louis, presiding; "Feed Week," D. K. Steenbergh, Milwaukee, Wis.; "National Legislation," Herman Fakler, Washington, D. C.; "Institute," M. R. Glaser, Chicago; "The Commission Merchants Look at Trade Problems," by J. F. Leahy, Kansas City; (B) Business Session, National Ass'n; Proposed changes in by-laws; Report, Resolutions committee; Report, Nominations committee; Election of officers and directors; 12:00 noon, Luncheon for newly elected members of Board of Directors; 1:00 p. m., Sightseeing tour, for visiting women, and for visiting men who do not care to play

golf; 1:00 p. m., Annual golf tournament; Audubon Club; 7:00 p. m., Annual banquet, entertainment and dance.

Louisville's Wholesale Seed Houses

Louisville is the home of several large seed wholesale houses, and jobbers, most of these dealing in field and grass seeds, and specializing more or less in orchard grass, blue grass, red top, clovers, soybeans and cow peas.

Principal field and grass seed wholesalers in the market are Louisville Seed Co., managed by George Hayes, Sr., and George Hayes, Jr.; Chambers Seed Co., headed by Bert Finzer; National Seed Co., managed by Carlisle Jefferson, vice-president, son of Will Jefferson, the president; Ross Seed Co., headed by Charles D. Ross, president, and Geo. O. Pfeffer, sec'y-treasurer; and Lewis Seed Co., operated by Alfred Chescheir.

Things You'll Want to See at Louisville

Louisville is rich in national history. It is associated with many great events in the life of our nation. Here are some of the sights you will want to see during the convention:

CHURCHILL DOWNS race-track, home of the historic Kentucky Derby.

"MY OLD KENTUCKY HOME"—the old Rowan homestead where Stephen Collins Foster was inspired to write his immortal song. The desk on which he wrote it is still in the homestead.

LINCOLN'S log cabin, birth-place of Abraham Lincoln, preserved in a beautiful granite memorial on the identical spot where Lincoln was born.

ST. JOSEPH'S CHURCH (at Bardstown), with its group of old master's paintings, gifts of King Louis Phillipe of France, who spent part of his exile near this spot. This is the first catholic church established west of the Alleghenies.

MAMMOTH CAVE (within easy driving distance from Louisville), one of the seven wonders of the world, with 150 miles of charted underground passages.

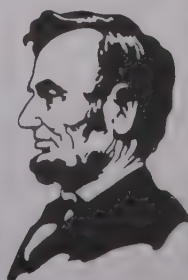
THE BLUE GRASS region (at Lexington), with its famous stock farms, home of Man O' War, and other monarchs of the turf.

TOMB OF ZACHARY TAYLOR, 12th president of the United States, located on the grounds of his former homestead.

THE DISTILLERIES, 14 of them are located in Louisville or its environs. Do not sample the products of all 14 on the same day.



Lincoln Memorial Monument, Louisville.



Log Cabin in which Abraham Lincoln was born, Louisville.

New Grain Storage Elevator at Louisville, Ky.

The Washburn Crosby Company has modernized its flour milling plant at Louisville, Ky., having installed a complete new flour blending plant, a new reinforced concrete grain storage elevator, and new fireproof warehouses.

The new storage elevator, consisting of ten cylindrical bins 13'3" in diameter by 103'0" high, nested so as to provide five interstice bins, gives the plant an added capacity of approximately 150,000 bus. of storage in a total of fifteen bins ranging in capacity from 7,000 to 8,000 bus. per bin.

Over the bins, which are covered with a reinforced concrete slab, is a structural steel cupola and head house sheathed and roofed with Robertson protected metal. All of the bins are provided with reinforced concrete bin bottoms, which are raised above the foundation slab, providing a full basement well lighted and ventilated. Through the middle of the basement is a 24" belt conveyor to which grain from the various bins is spouted through steel drawoff spouts.

Over the bins a similar belt conveyor and tripper is provided for distributing the grain from the elevator legs to the bins.

In the head house are two 4,000 bus. per hour elevator legs, one for reclaiming the grain from the bins and the other for receiving grain from the original receiving house.

A belt type lift, for the use of elevator employees, is provided in the head house for access to the bin floor and to a landing at the level of a catwalk provided for passageway between the top floor of the original receiving house and the new elevator. Spouts are furnished so that grain may be transferred between the two elevators in either direction.

Provision has been made for future installation of car receiving facilities direct to the new elevator, but for the present all receiving is done through the original house and transferred to the new storage elevator through one of the above described spouts. Likewise, grain from the new elevator is spouted to the original elevator as required for milling.

In order to provide space for the new building, it was necessary to raze one of the old wood elevators that had been used for blending or mixing grades, which required the construction of new mixing bins. This was accomplished by installing a set of reinforced concrete bins radiating from a new center bin, in the shape of a wagon wheel, inside one of the large original brick storage bins. These new bins are hoppers to discharge grain to screw conveyors through Merchen's proportioning scales and the grain is then conveyed to an elevator leg in the grain cleaning house in the mill.

The warehouses are placed on the opposite side of the property from where the grain is received. The construction of the warehouses is of reinforced concrete with curtain walls of

concrete blocks. Large windows are provided in the warehouses to give good lighting throughout. The plant, having been completely electrified, had left the former engine room available for extra warehousing space. The old engines' foundations were leveled off and a new floor installed. Then, too, a new superintendent's office was built in the old engine room.

With these new facilities, the Washburn Crosby Co. can continue to give excellent and increased service to the Louisville territory.

The new grain storage, warehouses, and grain blending facilities were designed and constructed by H. G. Onstad, in collaboration with the Cereal Engineering & Construction Co., along with the cooperation of Henry S. Crosby, chief engineer of General Mills, incorporated.

Elevating and conveying machinery for the work was supplied by J. B. Ehrsam & Sons Mfg. Co. and the dust collecting system by the Day Co.

How A.A.A. Avoided Corn Quota

The corn marketing quota level, as defined in the Agricultural Adjustment Act of 1938, is 110% of the normal supply. The normal supply is a normal year's domestic consumption and exports plus a reserve of 7%. A normal year's domestic consumption of corn is defined as the 10-year average amount consumed, adjusted for trends.

The domestic consumption of corn for the 10-year period, 1929-30 to 1938-39, was 2,253 million bus. The 10-year average of exports of corn is about 20 million bus. Exports in the 1939-40 marketing year are expected to be about 55 million bus. Because of the present European war and uncertainty of export prospects, normal exports in the 1940-41 marketing year were determined as the 10-year average of 20 millions, without adjustment.

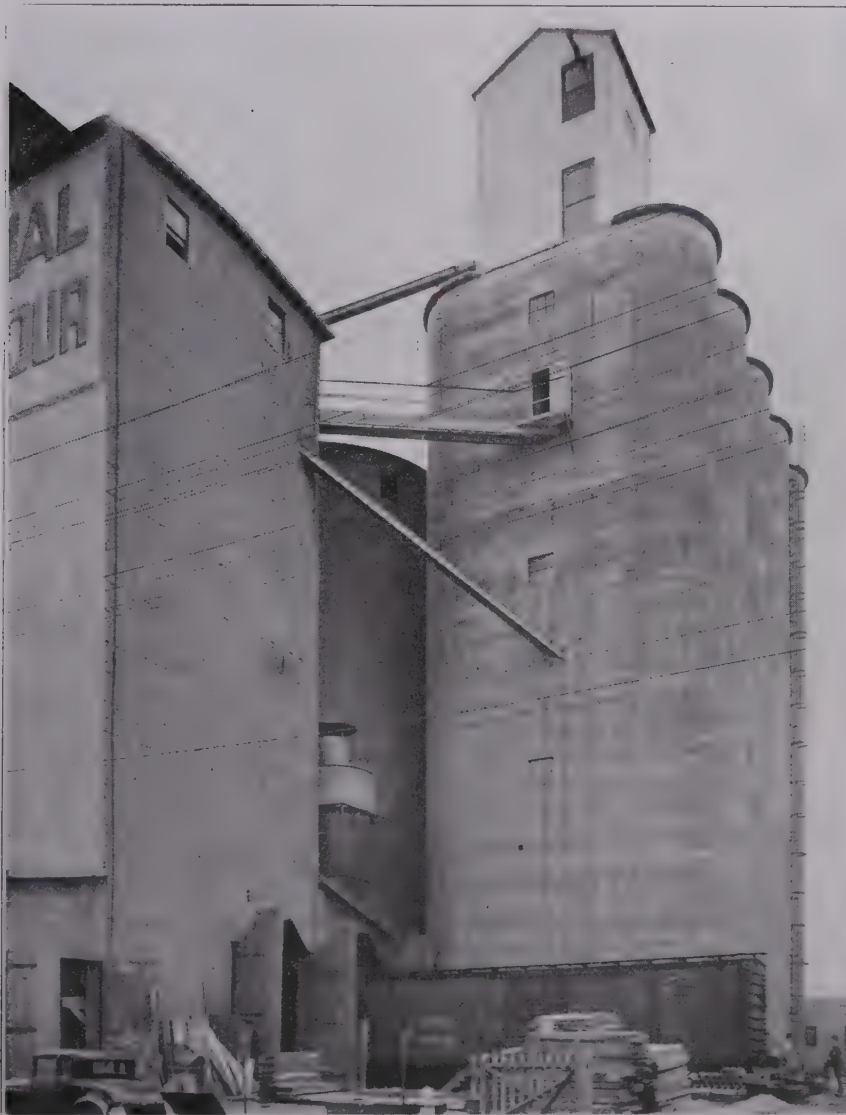
A normal supply of 107% of domestic consumption and exports is 2,664 million bus. The marketing quota level is 10% above the normal supply, or 2,930 million bus. This compares with a 1939-40 marketing quota level of 3,030 million.

Upward adjustments were made to provide for per capita consumption about equal to that of the 1920-29 period and for the estimated increase in population in 1940 over the average population during the 1929-38 period. Downward adjustments were made because of decreased numbers of farm workstock and the prospect of decreased exports of livestock products. These adjustments resulted in the determination of 1940-41 normal domestic consumption, adjusted for trends, of about 2,490 million bus.

The A.A.A. states that: The September report indicates a 1940 corn crop of 2,297 million bus. On the basis of latest available data which indicate unusually heavy withdrawals of loan corn for feeding to livestock, the corn carryover as of Oct. 1 is estimated at 600 million. This is the largest carryover on record, comparing with the 10-year average for 1929-38 of 212 million. The crop and carryover estimates indicate a total corn supply for the 1940-41 marketing year of 2,897 million.

This supply is less than the 1940 marketing quota level, which has been determined as 2,930 million. A supply above this level would have required the holding of a referendum of corn producers to determine whether or not marketing quotas should be effective on corn marketed during the coming season. The marketing quota level was determined with regard both to the probable effects of the present international situation and to the "consumer safeguard" clause of the Agricultural Adjustment Act.

Since the A.A. Administration got out of its quota dilemma by the narrow margin of 33,-000,000 bushels warm September days have added millions of ripe corn to the crop.



150,000 bus. Concrte Elevator of Washburn Crosby Co., at Louisville, Ky.

Regulation of Itinerant Truckers thru Legislation

By MARTHA STEWART CALKINS before National Hay Ass'n

[Mrs. Calkins is a very active worker in the Oklahoma Grain Dealers Ass'n and the Associated Producers and Distributors; and has made a success of the grain and hay business at Chelsea, Okla., which she took over on the death of her father a few years ago.]

Mrs. Calkins was honored by being elected second vice president, the first woman to hold office in the National Hay Ass'n.]

Scarcely any commodity trade is safe from the raids of those vagabond hawkers, who are especially active in Missouri, Kansas, Arkansas, Oklahoma, and Colorado. In our section, they deal in fence posts, coal and salt; lumber and other building materials; corn, wheat and other grains; hay, commercial feeds and seeds; cotton, cotton seed meal and fertilizer, potatoes, dried beans, flour and dozens of other staples. They are pouring in from everywhere, flooding the Middle West with ungraded fruits and vegetables from virtually every state in the Union; shoddy clothing from the Atlantic seaboard and elsewhere; inferior groceries from hither and yon; dubious drugs for the "cure" of practically every ailment; and a lengthening list of jimcrack manufacturers, both new and second hand.

THIS BUSINESS OF TRUCKER PEDDLING, tho comparatively new, has reached a tremendous volume in a relatively short time. So great has been the diversion of business from the established channels to the itinerant-merchant that we are obliged to pause and ask ourselves if perhaps a new system of merchandising and distribution is being evolved, based upon highway transportation, which will entirely displace the old system based upon rail transportation. If such a change is underway and is based upon sound economic conditions, it should, of course, prevail. On the other hand, if such a change is upon us, is it due to a change in economic conditions, or is it due primarily to some difference in government treatment which affects the ability of dealers to carry on their business?

The Associated Producers and Distributors of Oklahoma emphatically contend that the latter is the case and that if the itinerant-trucker be subjected, as he should be, to regulation and taxation to the same extent and of the same kind as the established merchant, the economy of the established marketing and distributing system will be apparent. Their conclusion was based upon a survey made by the Associated Southwest County Elevators, under the direction of Mr. Frank M. Stoll, of Kansas City, Missouri, Executive Sec'y of the Association.

Ben Hibbs estimated that six hundred elevators scattered over nine states—Illinois, Iowa, Nebraska, Kansas, Missouri, Colorado, Oklahoma, Texas and New Mexico—had gone out of business on account of the itinerant-trucker competition. Since the publication of this article, many others have closed their doors for the same reason, even one in my own town as recently as two weeks ago.

It is said, when others were harping on the many faults of a dead man, Abraham Lincoln remarked, "Well, Boys, he was a dad-gummed good whittler." He had found something to praise. Likewise some of my personal observations are creditable and some discreditable to itinerants. I have drawn them from attending grain dealers conventions, Oklahoma and interstate groups discussion meetings on the itinerant-trucker problem, a hardware dealer rate meeting, and thru lobbying activities during the session of the state legislature. They are:

1. That the prohibitively high railroad rates on merchandise have given the trucker his original opening for becoming a transportation medium.

2. The different losses to the shipper between point of origin and destination weights and grades.

3. The drouth areas are more easily accessible by truck.

4. The inclination of some wholesalers to sell inferior products to the itinerant-trucker to foster their personal business at the expense of other legitimate dealers.

5. The farmers' idea that, by selling to the trucker, he eliminates the middleman, with additional profit to himself.

6. The politicians' idea that the gypsy is merely trying to earn a living to stay off relief.

7. The lack of education of the small town merchant and consuming public, as to the inferior quality of the merchandise peddled.

In order to prove that my conclusions are not without reason and highly imaginary, I have examined many trade publications, questioned numerous dealers and truckers, searched thru the tax research records of Oklahoma and found that many others have expressed the same opinions in printed articles. I shall quote from a few of these:

From the Grain and Feed Journals, June 12, 1940, "Shippers Failing to Get Living Rail Rates Buy Trucks:" "The time has come for the railroads to reduce rates. Grain dealers are no longer satisfied with vague excuses about limitations set upon the railroads by the Interstate Commerce Commission. Nor are they satisfied with half-hearted minor cuts in rates that fail to hold the traffic to the rails, or local reductions that fail of their purpose.

"A deep cut in rail rates across the board on grain, and applying all over the country, would still return the grain business to the rails. But the cut dare not be half-hearted. It must be deep enough to meet the competition of the trucks.

"Failing in this the railroads will find more and more grain dealers entering into the trucking business as a means of self preservation."

RAIL RATES TOO HIGH.—The following is a quotation from a letter written to the St. Louis and San Francisco Railway Company, May 9, 1940, by Mr. Phil Orth, of the Binding-Stevens Seed, Feed and Grain Company of Tulsa, Okla.: "Prices by truck are 2 to 4c cheaper than by rail . . . based upon rates of trucks hauling corn to their elevators in Tulsa: trucks originating 75% from Iowa, 15% from Missouri, 10% from Nebraska, Illinois and Kansas. The truckers do not divulge exact point of origin, except to say from what state they have come. The company purchases corn by rail from St. Joseph and Kansas City, Missouri, Omaha and Council Bluffs, Nebraska, under ordinary conditions. . . . Mr. Orth stated a 10% cut in proportional rate from Kansas City would eliminate the trucker. . . . In one day, May 3, 1940, the company purchased 2½ carloads of corn from trucks at 2 to 3c cheaper than by rail."

Mr. Clarence Bowers, Muskogee Mill & Elevator Company, Muskogee, Okla., stated on June 17, 1940, that since Jan. 1st his company has trucked 75,000 bushels of shelled corn from Garden City, Jordan and Bayard, Iowa, at 5½c less than by rail.

Checking records of established dealers located in Afton, Vinita, White Oak, Chelsea, and Foyil, Oklahoma, a rail distance of approximately fifty miles, I found that approximately 1,900 tons of prairie hay or 150 cars was grown and sold to truckers by the dealers themselves, against 79 cars moved by rail. This does not account for at least the same amount

Receiving Books

For Grain Buyers

Farmer's Deliveries. A convenient form for recording loads of grain received from farmers. Tare weight is entered immediately under gross to facilitate subtraction. Two hundred pages of linen ledger paper, ruled 20 lines to a page, thus accommodating 4,000 loads. Well bound in cloth, with keratol back and corners. Order Form 380. Weight 2¾ lbs. Price \$2.50, plus postage.

Receiving and Stock Book for keeping a record of each kind of grain received in separate columns, so buyer may easily determine total amount of any grain on hand. Size 9¼x11½, 200 pages, with a capacity for 4000 loads. Well printed on linen ledger paper, bound in cloth with keratol back and corners. Order Form 321. Weight 2¾ lbs. Price \$2.50, plus postage.

Grain Scale Book, a combined Journal and Receiving book. Each man's grain is entered on his own page. Both debits and credits are posted to the ledger. Contains 252 numbered pages and 28 page index, size 10½x15½ inches, will accommodate 10,332 loads. Printed on linen ledger, bound in extra heavy black cloth covers, with keratol back and corners. Weight 5 lbs. Order Form 23. Price \$4.00, plus postage.

Grain Receiving Register is designed for recording the receipts of farmers' grain. Loads may be entered in consecutive order, or different sections of the book may be devoted to different kinds of grain. Book contains 200 pages of linen ledger paper, size 8½x14 inches, each of which is ruled for 41 entries, giving a total capacity of 8200 wagon loads. Well printed and substantially bound in full canvas. Weight 3 lbs. Order Form 12AA. Price \$2.55, plus postage.

Duplicating Receiving Book, designed to facilitate the recording of loads received from farmers. Book contains 225 leaves, size 12x12 inches with 33 lines each, perforated down the middle; the inside half of the leaf remains in the book, and the outer half with the same ruling printed on the reverse side, folds back over the inside half with carbon between. It may also be used by line agents in making daily reports. Check bound with canvas back, nine sheets of carbon. Weight 4½ lbs. Order Form 66. Price \$2.60, plus postage.

Grain Receiving Ledger, may be used first as a Stock Book by posting the receipts daily, weekly or monthly from some other portion of this book, or from any other scale book, giving a page to the grain handled; Second, as a patrons' ledger, by giving a full or half page to each patron; Third, pages may be used to enter each load of grain received in consecutive order under their respective headings. Contains 200 numbered pages with 44 lines to page, and a 28-page index, size 8½x13½, ruled with the usual column headings, including Debit and Credit columns. Printed on linen ledger paper and well bound in black cloth sides with keratol back and corners. Weight 2½ lbs. Order Form. 43. Price \$3.00, plus postage.

Form 43XX contains 428 pages same paper and ruling as Form 43. Weight 4½ lbs. Price \$5.00, plus postage.

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Consolidated

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being moved from farmer to consumer by the gypsy trucker.

Bouldin-Thornton Grain Company, Muskogee, Okla., moved 600 tons of hay to the stock yards at Fort Smith, Ark., by truck, because of prohibitive freight rates.

Fruits and vegetables, too, are moving by truck as well as by rail.

During the last session of the Oklahoma State Legislature the principal opposition offered by the politicians to passing House Bill No. 206 to regulate the itinerant-trucker, was that "he is just a guy tryin' to earn a livin'; that the bill was class legislation and would put another group on relief." They failed, however, to answer the question, "Who will support the government when the merchants are broke?"

Substantially my last contention, of lack of public education, we find articles in practically all trade magazines showing an aroused public alert to their responsibility, thinking and planning toward a solution and a better informed public. For example: In the coal industry, the H. H. Green Mill and Elevator Company of Pattonsburg, Mo., have been publishing articles in the daily newspapers, written by Mr. Green, former president of the Missouri Grain, Feed & Millers Ass'n, on the advantages of trading with established local grain, feed, seed and coal dealers, and the folly of patronizing fly-by-night peddlers of these commodities.

Similar articles are appearing in cooperative farm papers warning farmers of the dangers of dealing with the gypsy. In Joplin, even the Leader and Press newspaper published a series of five articles on the meandering merchants, showing the pros and cons of their public market.

Undoubtedly there is a need for legislation and the following is the proper remedy proposed by the Associated Producers and Distributors of Oklahoma:

1. Require every gypsy peddler to buy an occupational license to operate as an itinerant merchant, thus giving the state a degree of control over him, and making it possible for the assessor and tax collector to find him.
2. Require him to give a bond to insure the payment of taxes, including sales tax.
3. Require a surety bond from him to indemnify the public against fraud on his part.
4. Require him to carry public liability insurance to guarantee the payment of damages for personal injuries and property loss due to the negligence of the trucker.

The proposed legislation would not include the following classes:

1. Farmers hauling and selling agricultural products which they produced.
2. Merchants hauling goods to or from an established place of business.
3. Trucks operated for hire under Interstate Commerce Commission or state public service commission license.
4. Persons hauling goods for their own consumption or personal use.

National Safety Congress

The Food Section of the National Safety Congress and Exposition will meet Oct. 8 and 9 at the Stevens Hotel, Chicago.

General Chairman Fred A. Webb will call the meeting to order at 2:30 p. m., followed by the election of officers.

J. O. Clarke of the U.S.D.A. will speak on "The Safety Requirements of the Federal Food and Drug Act."

Dr. A. Schwarzman, research chemist of Spencer Kellogg & Sons Co., will speak on "Eliminating Accident Hazards in Soybean Processing."

At 5 p. m., Oct. 8, buses will leave the hotel for the Glidden plant where they will be served a special supper consisting of soybean products after having toured the plant.

Wednesday, 2:30, there will be no speeches, but full discussions free for all, with questions and answers.

The Grains of Argentina

By J. H. SHOLLENBERGER, principal agricultural technologist Northern Regional Research Laboratory.

The methods of farming and equipment used in the production of grain are very modern. It is reported that more than 40,000 combines have been sold in Argentina.

The bag system of handling grain is used on all farms except one or two, and until quite recently all transportation and storage of grain was in bags. At the present time the government is engaged in construction of a number of grain elevators at terminal and subterminal points for the storage and handling of bulk grain. On the farm, the sack system of handling grain is likely to continue for a long time because in most instances it is the most economical and best suited to the peculiar conditions of the country.

Wheat—The wheat produced is all of red color except about one-half of one per cent which is of the so-called "Candeal" type. The latter is of the polonicum (Polish) and durum species, but chiefly of the former. Although generally plump, clean, free from mixtures of other wheats, and of vitreous appearance, Candeal wheat is usually considered inferior in quality for alimentary pastes to United States and Canadian durum wheats. Nearly the entire production of this wheat is exported. It is produced only in the south and southwestern parts of the grain belt.

The red wheats of common species, constituting 99.5 per cent of the total wheat production of the country, include both winter and spring varieties.

The number of varieties in commercial production is quite large and each is grown over a large portion of the cereal belt.

Approximately 45 per cent of the wheat produced is of winter habit, and 45 per cent of spring habit, with the remaining 10 per cent of intermediate season habit of seeding.

As in the case of the Pacific Northwest region of our country, spring and winter varieties can be produced effectively side by side thruout the entire grain belt. Winter varieties, however, predominate in the southern and southwestern or colder parts of the grain belt and spring varieties in the northern and northeastern or warmer parts. This is the reverse of the seeding practice in the U. S.

Seeding time for the winter wheats is April and the first half of May in the southern part of the country, and May and June in the northern part. For the spring wheats, seeding time is July and August in the southern part and August in the northern part.

The principal varieties produced and the percentage of the total production constituted by each are as follows:

Principal Argentine Wheat Varieties			
Varieties	Seeding habit	Kernel texture	Per cent of total Production
Common wheats—			
38 M A	spring	semihard	28.9
Lin Calel	winter	hard	9.7
Blackhull	winter	hard	6.5
Klein 32	spring	semihard	6.1
Klein 40	.....	soft	4.7
Acero	.....	soft	4.0
Klein 33	spring	semihard	3.4
La Prevision 25	intermediate	semihard	2.8
Kanred	winter	hard	2.7
Other varieties of lesser importance			
Durum and Polish wheats—	various	various	34.8
Candeal	.....	hard	.4

From the standpoint of kernel texture approximately 16 per cent of the wheat crop is hard, 70 per cent semihard, and 14 per cent soft. On the basis of the United States wheat standards, 65 per cent of it would classify as soft red winter and 35 per cent as hard red winter. Of the latter about two-fifths is of premium quality and three-fifths of ordinary

quality. In Argentina no distinction is made between the spring and winter wheats.

The quality of the wheat to a large extent is closely related to variety and the area of production. The varieties Marquis, Sudoeste, Guatrache, Sinmarq, Piramide, and Lin Calel are outstandingly best in quality with Kanred, Kanhard, Utracan, Blackhull, La Prevision 32 only of intermediate quality. The areas which produce the wheats of best quality are the low rainfall areas, namely, the southern and southwestern portion of the grain belt.

The crop average protein content of Argentine wheat is generally about 12.5 per cent, which is not much different from that of the United States hard winter wheat of our middle west.

In test weight the Argentine wheats usually average fairly high and never reach the lower extremes met with in the United States for the reason that rust infection and hot winds are not so prevalent there as in the United States.

The corn produced is almost wholly of the flint type. Not more than one-half of one per cent is of the dent type. The reasons for the production of flint corn in preference to dent corn include the following: Flint corn is more adaptable to the relatively cool nights which generally prevail thruout the corn belt; it has greater hardness of kernel, making it more resistant to weevil infestation, weathering, and spoilage while in storage or in transit to overseas points; and it commands a relatively higher price on European markets. Another reason is that the feeding of grain to livestock is not practiced in Argentina; consequently there is little appreciation or recognition of the superior feeding properties of dent corn.

The flint corn is of four general classifications, namely "Amarillo" (yellow color), "Colorado" (reddish orange color), "Morochito" (white color), and "Cuarenton." The last is a smallkerneled flint type of corn of reddish orange color and commands a premium over other sorts on European markets. Its smallness of kernel makes it suitable for feeding to poultry without the necessity of cracking it. One of the varieties, "Amargo," which is of considerable importance in some sections, contains a bitter principle in the stalk which makes it somewhat resistant to attack from langostas.

Based on reliable grading analysis data covering the last 4 crops, the corn exported from Argentina, constituting approximately 81 per cent of total production, is of the following classes and approximate proportions: Amarillo (flint corn of yellow color), 2.0%; Colorado (flint corn of reddish orange color), 44.5%; Mixed Amarillo and Colorado, 50.0%; Cuarenton (smallkerneled flint corn of reddish orange color), 1.5%, and Morochito (flint corn of white color), 2.0%.

Crop Delivery Records

Designed particularly for grain dealers receiving a number of loads of grain from the same farmer, as when an entire crop is marketed by helpful neighbors. Simplifies and expedites recording of each load delivered. Two tickets to a leaf so that loads from two farmers may be separately recorded without turning a leaf. Lines for recording 23 loads on each ticket. Space provided at bottom of each ticket for total net pounds, net bushels, check number, and amount given in settlement. 120 tickets, size 5 1/4 x 8 1/2 inches. Duplicating. Originals of goldenrod bond paper, duplicates of manila. Spiral bound so that book lays absolutely flat, or may be folded back upon itself in open position to facilitate entries. Shipping weight 2 lbs. Order Crop Delivery Record Form 69 Spiral. Price \$1.20, plus postage.

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Why Scales Go Wrong

Tests of vehicle scales have been made by the Bureau of Standards since November, 1936, and of the 1,449 scales covered by the report of Ralph W. Smith, chief of the section on weights and measures laws and administration, of the National Bureau of Standards, 563 were wagon scales and 886 were truck scales.

Three hundred and fifty scales, (24% of the total), have been equipped with automatic-indicating devices. Of these, 308 (21% the total number tested) have had automatic-indicating devices with a substantial weighing range, while the remaining 42 scales, (3%), have been equipped with "over and under" attachments in which the weighing range represented only a small proportion of the scale capacity.

Almost four out of five of the vehicle scales tested by the Bureau have been found to be inaccurate, and that the average percentage error—that is, the mean of the individual maximum percentage errors developed, is more than six and one-half times the basic tolerance of 0.20%.

The highest percentage of scales found inaccurate is in the scrap material group, with more than nine out of ten scales inaccurate. The building-materials group, handling stone, sand, and gravel, is in almost as bad condition. It would appear that dealers in these commodities, which on the whole sell for low unit prices, care less about accurate weights than dealers in other commodities; altho an error of one per cent, for instance, on the revenue in any business is equally serious, whatever the unit price of the commodity handled!

THE 54 GRAIN SCALES tested showed 15 accurate and 39 inaccurate; and their numerical mean of maximum percentage errors was 2.03 per cent.

Of the scales used in weighing grain 72.2 per cent were found to be inaccurate, while 78.3 per cent of all scales tested were found inaccurate.

In approximately one-third of the scales tested there was faulty agreement among the several bars of the weighbeams on scales not utilizing counterpoise weights, weighbeam indications were inaccurate independent of scale ratio errors on scales utilizing counterpoise weights, or weighbeams which were subordinate to reading faces were inaccurate.

Counterpoise weights were employed by 141 scales (10% of the total number tested). These scales used a total of 717 regular counterpoise weights of which 288, or 40%, were found to be accurate; 79, or 11%, were found to be heavy; and 350, or 49%, were found to be light.

ZERO-LOAD BALANCE.—Data on the condition of zero-load balance as scales were found, are available on 1,407 scales. 402 scales, 29%, were found to have zero-load balance errors in excess of 5 pounds and in addition, 30 scales, 2%, were found to have been balanced at zero load by means of weighbeam poises, these scales being in reasonably good zero-load balance condition as found but having serious zero-load balance errors when all poises were returned to zero positions. Of the scales reported as having zero-load balance errors, 14 scales had not been in service for several weeks prior to the dates of test, and for these there was reasonable excuse for the out-of-balance condition found. However, even excluding scales of the last mentioned group and also scales balanced by means of weight beam poises, a number of instances were found of zero-balance errors in excess of 100 pounds, and in one case the zero-balance error was +450 pounds and it was necessary to improvise a balancing weight for application on the counterpoise hanger in order to get the scale into condition for test.

LOADS WEIGHED.—The overloading of scales continues to be very much in evidence; in some sections it was found that the overloading of wagon scales was an almost general practice. Upon the accepted criterion that

a wagon scale is suitable for the weighing of motor-truck loads only up to 60% of its "wagon" capacity, it has been found that 379, or 67% of the 563 wagon scales tested, have been overloaded. Motor-truck loads equaling the "wagon" capacities of scales were reported as being weighed on 110, or 20 percent, of these wagon scales, while in 37 instances, or 7%, the motor-truck loads being weighed exceeded the "wagon" capacities of the scales. Last year it was reported that the most serious instance of overloading was the case of a 12,000-pound wagon scale on which motor-truck loads of 18,000 pounds were being weighed; this year we have to report that in the case of a 12,000-pound wagon scale encountered, motor-truck loads of 20,000 pounds were being weighed, representing an over-loading of 178%.

Serious interference developing under large loads between one or both weighbridge girders and one or more of the scale levers or other parts of the installation, appeared to be the principal fault in the case of eight of the 18 scales found to have maximum percentage errors in excess of 5%.

One scale was found to have a maximum percentage error of +12.33% at 3,000-pound load; on a 9,000-pound load applied at one end the error was +2.22% and on a 15,000-pound load applied at the same end the error was —2.00%. Eight counterpoise weights were in use on this scale and all were found to be light; their combined error was equivalent to 158 pounds on the scale platform. This was a city-owned scale, over which a local ordinance required all coal sold in the city to be weighed. Unfortunately the presence of a considerable amount of water in the scale pit made it impracticable to conduct an inspection of pit conditions.

The weighbeam of one wagon scale was fitted with a main poise from a weighbeam of different multiple, and several pieces of sheet lead were found loosely wrapped around the poise in an effort to bring it to proper value; this material shifted position when the poise was moved. The tare poise was missing entirely. The maximum percentage error of this scale was +14.67%, and on a 9,000-pound distributed load an error of +1,280 pounds developed. The scale owner, a coal dealer, stated, when advised by the Bureau inspectors as to the condition of his scale, that he could not afford either to have the scale repaired or to purchase a new one.

THE FAULTY CONDITIONS found upon inspection may be summarized as follows:

No provision for pit drainage, 761; approach to scale platform inclined, 747; water standing in scale pit, 229; rusting structural steel, 491; accumulation of dirt in pit, 606; no protection against corrosion of pivots and bearings, 603; rusting or dirty pivots, 681; levers out of level, 324; beam rod, bearing assemblies out of plumb, 550; inadequate clearance around lever system, 203; loose levers or lever extension arms, 56; faults associated with lever stands or supports, 84; faulty level foundations, 45; faults associated with platform checking means, 240; clearances between scale platform and coping too large, too small, or both, 569; platform in need of repair, 373; platform not in surface alignment with coping, 169; inadequate clearance around beam rod, 67; weighbeam assemblies: dirty, rusted, or tarnished, 343; mechanical faults associated with some part of the assembly, 250; loose parts or insecure mounting, 193; automatic-indicating elements: interference in the mechanism, 76; faulty indications (does not include weighing inaccuracy), 34.

Indemnities on insured wheat crops were collected by over 11,000 growers who received up to Aug. 12 2,670,236 bus. of wheat valued at \$1,424,616. The F.C.I.C. as of Aug. 11 had received in premiums 7,243,053 bus. of wheat and had paid out or sold 3,141,586 bus. A few farmers took the actual wheat in the form of warehouse certificates amounting to 7,397 bus.

Grain Shipping Books

Record of Cars Shipped facilitates keeping a complete record of cars of grain shipped from any station, or to any firm. It has column headings for Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. Book contains 80 double pages of ledger paper, size 9½ x 12 inches, with spaces for recording 2,320 carloads. Well bound in heavy black pebble cloth with red keratol back and corners. Shipping weight, 2½ lbs. Order Form 385. Price \$2.50, plus postage.

Sales, Shipments and Returns. Is designed to save time and prevent errors. The pages are used double; left hand pages are ruled for information regarding "Sales" and "Shipments"; right hand page for "Returns." Column headings provide spaces for complete records of each transaction on one line. Book contains 80 double pages of ledger paper, size 10¾ x 16 inches, with 8-page index. Spaces for recording 2,200 carloads. Bound in heavy gray canvas with keratol corners. Weight, 3¾ lbs. Order Form 14AA. Price \$3.35, plus postage.

Grain Shipping Ledger for keeping a complete record of 4,000 carloads. Facing pages are given to each firm to whom you ship and account is indexed. Book contains 80 double pages of ledger paper with 16-page index, size 10¾ x 15¾ inches, well bound with black cloth covers and keratol back and corners. Weight, 4 lbs. Order Form 24. Price, \$3.50, plus postage.

Shippers Record Book is designed to save labor in handling grain shipping accounts and provides for a complete record of each car shipped. Its 80 double pages of ledger paper, size 9¾ x 12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of each shipment. Bound in heavy black cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form 20. Price \$2.50, plus postage.

Shipping Notices duplicating, 50 originals of bond paper, 50 duplicates, press board cover, 5½ x 8½ inches, weight 8 ozs.; 2 sheets of carbon. Price 70 cts. plus postage.

Shippers' Certificate of Weight duplicating, 75 originals of bond paper, 75 duplicates. Press board hinged back covers, three sheets of carbon, 4½ x 9¾ inches, weight 11 ozs. Price 95 cts., plus postage.

Railroad Claim Blanks duplicating, three different books, five forms, 8½ x 11 in., \$2 each book, plus postage.

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332 South La Salle St., Chicago, Ill.

Grain and Feed Trade News

Reports of new elevators, feed mills, improvements; changes in firms; fires, casualties, accidents and deaths are solicited

ARKANSAS

Stuttgart, Ark.—J. P. Colton, Crowley, La., has assumed the management of the Standard Rice Co., succeeding P. G. Cummings, who returned to Houston, Tex.—J. H. G.

ARIZONA

Phoenix, Ariz.—The Quick Feed & Seed Co. recently purchased a large ball bearing equipped Standard Cleaner, a product of the Sidney Grain Machinery Co.

CALIFORNIA

Los Angeles, Cal.—Robert J. Moss, Sr., 61, retired grain broker, died Sept. 9. Mr. Moss was born in Melville, Minn., and came to California 7 years ago.

Bakersfield, Cal.—A small fire at the Bakersfield Grain Co. plant was extinguished, Sept. 5, with little loss resulting. Several sacks of ground alfalfa were destroyed.

San Jose, Cal.—The F. M. Carr Grain Co. warehouse was destroyed by fire of unknown origin early Sept. 6. Fred Carr, operator of the grain warehouse, estimated his loss between \$12,000 and \$16,000. His stock, largely wheat and barley, was partially insured.

Newman, Cal.—Simon Newman Co. recently leased the A. B. Joseph building and has installed feed grinding equipment there, to manufacture every type of feed stuff required by farmers and stockmen. Large bins have been built and automatic conveyors for grain installed. Local barley will be cleaned, bearded, ground and either dried or steam rolled. Custom grinding and mixing will be a specialty. L. E. Steffensen is in charge of the feed and seed departments and Peter Grischott will manage the new warehouse and mill. Open house is being held, beginning Sept. 23 and continuing to the end of the month. The old mill, adjoining the company's large warehouse, is being dismantled.

CANADA

Creston, B. C.—With the completion of a 40,000-bu. crib addition to the wheat pool-elevator, there is now elevator storage for 210,000 bus. in the pool plant at Creston and the Midland & Pacific Grain Corp. elevators at Creston and Wynndel. Bins already built or in course of erection will house another 90,000 bus. which should take care of further storage problems with a protective wheat yield of not more than 400,000 bus.—F. K. H.

WINNIPEG LETTER

Directors re-elected at the annual meeting of the Winnipeg Grain & Produce Exchange Clearing Ass'n held recently include W. J. Dowler, C. E. Eggleston, C. E. Hunting, S. T. Smith, G. W. P. Heffelfinger, W. T. Kerr, R. W. Milner, C. C. Fields and John B. Richardson.

Effective Sept. 17, the minimum price of October wheat in the futures pit of the Winnipeg Grain Exchange will be 70 cents a bushel. The previous minimum was 75½ cents. December wheat's minimum will be cut from 74½ to 71½ cents. May wheat will come on the board with a "peg" of 75½ cents.

The Alberta Pacific Grain Co. has made a second offer to buy the N. Bawlf Grain Co. Earlier in the year the company has offered \$1,000,000 cash for the business and the directors has approved the sale, but certain objections were raised by the purchaser regarding title to some assets. President W. R. Milner of the N. Bawlf Grain Co., in his letter to shareholders points out that a number of factors have combined to make the operation of the company's properties as a separate unit unprofitable. No dividends have been paid on preferred stock since 1930.

George S. Mathieson was re-elected president of the Winnipeg Grain Exchange for the second term at the annual meeting early this month. S. A. Searle and W. J. Dowler were named vice-presidents. Members chosen for the council of the Exchange include Alex Christie, George W. P. Heffelfinger, Standley N. Jones, R. C. Reece, A. C. Reid and John B. Richardson.

COLORADO

Loveland, Colo.—Loveland Flour Mills recently installed a new style Sidney Safety Manlift.

Fountain, Colo.—J. Hascol Wilson, proprietor of the Fountain Feed Mill, has installed a new hammer mill with twice the capacity of the one it replaced.

Holyoke, Colo.—The Holyoke Co-op. Ass'n is building an additional 10,000-bu. storage bin at its elevator.

Lafayette, Colo.—Burglars broke into and entered the Keller elevator the night of Aug. 29 and took \$52 from the cash register.

ILLINOIS

Rankin, Ill.—George Petri is strengthening the foundation of his east elevator.

Manito, Ill.—A large new weather vane has been placed on top of the Norris Grain Co. elevator.

Ridge Farm, Ill.—J. Harley Banta, 69, died Sept. 19. He was a retired grain dealer and a life resident here.

New Canton, Ill.—The King Elevator recently installed new R. C. leg belts and 14x7 NuHy Grain Cups in its elevator.

Assumption, Ill.—We have recently completed the painting of our elevator with a new coat of aluminum.—Assumption Elvtr. Co.

Cadwell, Ill.—The Moultrie County Grain Ass'n will build an addition to its elevator to increase its capacity. Burt Wise is manager of the plant.

Loami, Ill.—Richard Whalen of the Whalen Grain Co., Waverly, has purchased Illiopolis Grain Co. elevator here. John Edwards will be the local manager.

Lerna, Ill.—The R. H. Gilman elevator, formerly owned by J. H. Snowden, has been sold at a master-in-chancery sale for \$3,525.75 to O. M. Preston of Mattoon.—P. J. P.

Middletown, Ill.—Fernandes & Co. entertained patrons of their Middletown and Croft elevators at their second annual chicken dinner Sept. 25, served at the Irish Grove church.

Penfield, Ill.—New additions are being constructed at the east and west ends of the Penfield Grain Coal Co.'s office, each 13x10 ft. in size. The added space will be used for office purposes and seed room. Haben Bros. have the contract.

Alworth (Winnebago p.o.), Ill.—We have installed new elevating machinery in our elevator and another Sprout, Waldron Attrition Mill in our mill, thus doubling our grinding capacity. We also have added another new truck to our fleet of trucks to take care of the increasing demand in our grain, feed and fuel business.—L. N. Bowman.

Homer, Ill.—William H. Current, 80, retired grain elevator operator, died Sept. 5 at the home of a son, Fred Current, Sidell. Death followed a paralytic stroke suffered two weeks ago. Mr. Current was in the grain business for nearly 40 years, operating an elevator at Indianola before coming here in 1913. He managed the Current elevator here until it burned to the ground in February, 1922.

Gibson City, Ill.—M. G. Reitz, who has been plant manager of the Central Soya Co. here since completion of the plant, recently resigned his position to return to his business in Hammond, Ind. Joseph Kendall of Deshler, O., is the new plant manager.

Cullom, Ill.—The grain elevator owned by the Bernard Sullivan estate and operated for several years by the E. B. DeLong Grain Co., has been sold to L. C. Schmick of Oak Harbor, O. The purchase price was \$8,550. The elevator is comparatively new and cost \$25,000 to build.

Fisher, Ill.—The Fisher Farmer Grain & Coal Co. is building a 25,000-bu. annex, to be used for storage. H. B. Steele is manager of the elevator. The company recently purchased the old Gilman corn crib along the I. C. tracks and has sold the building, which is being taken down. It is reported steel bins for storage of new corn will be placed on the site.

La Salle, Ill.—Three truckers were fined \$5 and costs for overloading and a fourth was assessed a fine of \$3 and costs for failing to show a sticker showing his vehicle had passed safety tests, when the quartet was arrested while enroute to the Continental Grain Co. elevator along the Illinois River at Shippingsport, recently, with loads of corn. They appeared before a local justice of the peace.

South Hooper (Beaverville p. o.), Ill.—Fire kindled by lightning destroyed the Golden Rule elevator early Sept. 8. The office and nearby buildings were saved. The elevator contained 1,600 bus. of oats, 2,800 bus. of corn and 500 bus. of rye. G. E. Long is owner and Will Malott manager. A train crew switching a tank car with 10,000 gals. of water to a point from which firemen could pump made it possible to halt the blaze.

CHICAGO NOTES

Sam Raymond of Raymond's News Bureau is convalescing rapidly after his illness of several months' duration.

Lamborn, Troup & Co. are a new partnership, whose members are Arthur H. Lamborn, Clarence G. Troup, Joseph A. Hofman, Harry Troup and A. G. Troup.

Plans have been completed for the correspondence course of the Grain Exchange Institute, and soon after Oct. 1 it will be offered to country grain elevator operators and grain commission men.

The Board of Trade recently admitted to membership Delbert F. Gerdum, Lamson Bros. & Co.; Allan Q. Moore, Pillsbury Flour Mills Co.; John E. Crittenton, Thomson & McKinnon all of Chicago; and Edward J. Brunkenkant, Cleveland, O.

The Board of Trade will revert to winter schedules for trading hours Sept. 30. From then on markets will open at 9:30 a. m. and close at 1:15 p. m. except that on Saturdays the close will be at 12 o'clock noon. Chicagoans will set their clocks back one hour at 2 a. m. Sunday, Sept. 29, as the city returns to central standard time.

At their meeting Sept. 10, the directors of the Board of Trade acting on the recommendation of the special committee adopted new Regulation 1836, which is as follows: "1836. Interpreting Rules 232(a) and 233—when a member or non-member receives grain on delivery in satisfaction of a futures contract and orders his commission merchant or warehouseman to ship such grain to a destination outside the Chicago District, the charges shall be made as prescribed in these rules. The commission chargeable on the futures contracts involved may be absorbed in charges prescribed in Rules 232(a) and 233. No member shall knowingly become a party (either as principal or agent) to any arrangement that will permit the party taking delivery to evade these commission charges by selling the grain and re-purchasing it for shipment."

INDIANA

La Fayette, Ind.—The La Fayette Milling Co. has been dissolved.

Converse, Ind.—Merrill Brown has succeeded C. W. Burnside as manager of the Goodrich Bros. Co. elevator.

Saratoga, Ind.—The Morrison-Teagarden Co. has installed a new 25-ton truck scale, with concrete platform.—A. E. L.

New Albany, Ind.—Henry Zabel, 82, long head of the Lanesville Milling Co., died recently at his home here.—W. B. C.

Haubstadt, Ind.—The Ziliak & Schafer Milling Co. held a picnic for its employees at Lamey Grove, Newburgh, recently.—W. B. C.

Jonesboro, Ind.—New feed grinding equipment has been installed at the R. J. Morgan elevator. Included is a latest type hammer mill.

Poseyville, Ind.—The Poseyville Grain & Feed Co. recently installed a 20-ton Fairbanks Scale, with 9 x 34 ft. concrete deck and equipped with a type registering beam.

Mt. Vernon, Ind.—Eugene Reibel of Robb township was crowned "wheat king" of Posey County on Sept. 24, according to O. B. Riggs, county agricultural agent of Posey County. A banquet was staged in his honor.—W. B. C.

Mentone, Ind.—Deverl Jeffries, employe of Northern Indiana Co-op. Ass'n, suffered very serious electrical burns on face, arms and chest recently while using a fuse tester to locate a blown fuse. Definite cause of the accident is unknown.—A. E. L.

Topeka, Ind.—The Wolfe Grain Co. has installed additional equipment including a boot sheller, new style Rolling Screen Cleaner, Ton Vertical Mixer with motor and drive, stand of elevators, drag, hammermill feeder, and drives, all furnished by the Sidney Grain Machry. Co.

Ft. Wayne, Ind.—Mrs. Chris G. Egly, wife of the sec'y of the Northeastern Indiana Hay and Grain Dealers Ass'n, passed away Sept. 2. Funeral services were held here and at Berne and interment was at Berne. Surviving are the husband, two daughters and one son, Henry D. Egly.

Vincennes, Ind.—Fire of unknown origin early Sept. 24 destroyed the R. R. Singer grain elevator at a loss estimated at \$12,000. The elevator, idle for several months, was to have begun operations that day. It was constructed in 1926 on the site of the Peter Hill flour mill which burned in 1925.

Hazleton, Ind.—The office building of the Iglehart Bros., Inc. grain elevator here is being remodeled and moved closer to the main building. New modern equipment will be installed, including an electric hammermill and feed mixer, according to John A. "Pat" Caniff, manager of the elevator.—W. B. C.

Fort Wayne, Ind.—A. G. "Chick" Philips, who for many years has been general sales manager of Allied Mills, Inc., recently was promoted by the directors to the position of vice president in charge of sales. Mr. Philips is widely known in the feed trade and his many friends will rejoice in learning of his promotion.

Bunker Hill, Ind.—Bunker Hill Elevator has purchased a large Standard Cleaner with elevators and ball bearing equipment from the Sidney Grain Machry. Co.

Pence, Ind.—Senator Ura Seeger of West Lebanon has purchased the Pence Grain Elevator and will take possession shortly, then to operate the plant under the management of K. J. Miller of West Lebanon.

Lawrenceburg, Ind.—A new scale is being installed in the driveway of the Schlemmer Coal & Feed Co.'s recently purchased property—the old Johnson furniture property. The driveway runs between the two large brick buildings. When improvements are completed the company will move its coal and feed business here from Newtown.

Churubusco, Ind.—The Mayer Grain Co. elevator recently was sold to Orlo McCoy and his son, Harold, and C. E. Liechty, South Bend, owners of the Churubusco Hatchery, who took possession of the plant on Sept. 3. The elevator will not only give the community a market for its grain and soybean crops, but also will serve as a market for the extensive field seed crops grown in this territory. A coal business will be operated in connection with the elevator business, the firm to be known as the Churubusco Grain & Coal Co.

IOWA

Monona, Ia.—R. L. Grove is building a feed mill.

Stacyville, Ia.—Leo Ulwelling has taken over the feed mill formerly operated by Mike Mullenbach at Johnsburg.

Tripoli, Ia.—The Panzer Feed Mill, remodeled and equipped with new machinery, reopened for operation Sept. 11.

Redfield, Ia.—The corn crib at the Des Moines Elvtr. Grain Co. elevator has been relined, to handle government corn.

Creston, Ia.—David Gault, 82, retired grain, coal and livestock dealer who formerly was in business here and Cromwell, died Sept. 14.

Muscatine, Ia.—Miss Frances Widmer, employed as office manager of the McKee Feed & Grain Co., and Atlee Wolfe were married Sept. 15.

Jordan, Ia.—A new 70,000-bu. cribbed annex for grain storage is being built for A. Sterner & Co. George Todd Const. Co. has the contract.

Ellsworth, Ia.—Ray and William Thompson are adding a 20,000-bu. grain storage annex to their elevator. George Todd Const. Co. has the contract.

Maple River, Ia.—B. A. Pille & Son are overhauling their elevator, raising the cupola 10 ft. and installing a 7½ h.p. G. E. Motor. Tillotson Const. Co. is doing the work.

Ames, Ia.—The Ames Reliable Products Co. has repaired its main office. All the rooms are finished in knotty pine and the entire building insulated. Geo. Todd did the work.

Rockwell City, Ia.—The Rockwell City Elvtr. Co. has installed a 30-ton Soweigh Scale, equipped with concrete deck, 40x10 ft., and direct reading type recording beam.

Shenandoah, Ia.—W. R. Stanely, an experienced grain man from Randolph, is in charge temporarily of the Shenandoah Grain & Coal Co. plant, succeeding J. D. Ross, resigned.

Stanhope, Ia.—The Quaker Oats Co. is building a new office, warehouse and feed house here. It is adding to its elevator and coal business a complete line of commercial feeds.

Eldora, Ia.—E. F. Froning of Liscomb, Ia., recently purchased the Eldora Grain Co. plant and taken possession. About 20 years ago he managed the plant for a farmers' co-operative.—A. G. T.

Marcus, Ia.—Doon Bros. recently purchased the Evander elevator and moved it here from Sheldon, to be used for corn storage. The 24 x 24 ft., 50 ft. high elevator was moved by H. W. Goodrich.

Essex, Ia.—Johnson Bros., owners of the Essex Mill & Elvtr., and a plant at Shenandoah, have bought the South Elevator from J. Good. Mayor Anton Peterson has been local manager of the Good elevator.

Sherman, Ia.—The Sherman Elevator Co. is building a 40,000-bu. cribbed, steel-clad storage annex connected with its elevator with screw conveyor top and bottom. Tillotson Construction Co. has the contract.

WARNING!

C. M. Balsley

S. Lasher

Look out for these men. They are soliciting new subscriptions and renewals to the Grain Dealers Journal, which has been consolidated with the Price Current-Grain Reporter, the American Elevator & Grain Trade and the Grain World and is now published semi-monthly as the Grain & Feed Journals.

Neither men have ever been in the employ of either Journal, and neither has ever reported any orders or collections to us. Neither has authority to represent us in any capacity.

If either traveler endorses your check made payable to our order for subscription to the Grain & Feed Journals Consolidated, or gives you a receipt for money paid for subscription to the consolidated publications, please mail it to us so we can take steps to stop his imposing on grain dealers. Forging our name to your check is a penitentiary offense.

GRAIN & FEED JOURNALS
CONSOLIDATED

A merger of Grain Dealers Journal, the American Elevator & Grain Trade, the Price Current-Grain Reporter and the Grain World.

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500,000 bus. CONCRETE ELEVATOR

Property Includes

125,000 Sq. Ft. Yard Space
8,000 Sq. Ft. Warehouse
Office Building—Truck Scales
Switch Track—Concrete Drives

On Penn. R. R. in Chicago

Will remodel or build additional facilities to suit.

Material Service Corporation

33 No. La Salle St. Chicago, Ill.

Taintor, Ia.—The Farmers Co-operative Elvtr. Co. has finished repairing its elevator, installing a new No. 32 Western Gyrating Cleaner driven with a new motor and V-belt; also a new Western Manlift and a Strong-Scott Head Drive. Geo. Todd had the contract.

Lost Nation, Ia.—The Farmers Co-op. Co. sponsored a program given the evening of Sept. 10 at the Urbana theatre when D. E. Edison, sec'y of the Iowa Farmers Grain Dealers Ass'n explained what a co-operative means to a community. Motion pictures were shown also.

Anamosa, Ia.—The new elevator to be built by the Anamosa Milling Co., will be of frame construction covered with sheet iron, 20 x 31 ft. in size and 50 ft. high. It will contain new and modern machinery and is expected to be completed by Feb. 1. The Younglove Const. Co. has the contract.

Paton, Ia.—When the annex of the D. Milligan Grain Co. elevator collapsed Sept. 13, 4,000 bu. of shelled corn poured out on the ground. The north and east walls of the structure, filled to the top with corn, burst open and then were swept aside by the outpouring corn, most of which later was salvaged.

Farragut, Ia.—A carload of steel bins of 2,500 bus. capacity will be received here this month to be used for storage of corn, it is reported. Approximately 30 steel bins filled with last year's corn are located on ground near the west part of town. Many of these bins are said to be badly infested with weevils. The 150,000 bus. of corn is to be handled by the Farmers Co-op Co.

Woolstock, Ia.—Patrons of Woolstock Co-operative Elevator ate 180 gallons of ice cream at the annual meeting of the elevator group held recently on the lawn of the I. O. O. F. hall. Victor Claude, president, was in charge of the meeting, an interesting program being furnished for entertainment of the group's guests. Edward Olson is manager of the elevator.

Davenport, Ia.—Western Flour Mills will build a 630,000-bu. grain storage elevator here, near the Mississippi River adjoining the mills on East River St. It will be constructed of concrete to make it as nearly fireproof as possible, Arthur G. McMahon, general manager, stated. Truck handling facilities will be installed. Contract for the structure was let to Jones-Hettelsater Const. Co.

West Bend, Ia.—The West Bend Elvtr. Co. is occupying its new office quarters. The new 28x28-ft. building is one story with full basement and is constructed of light colored brick and hollow tile thruout, with steel casement windows. A fire proof vault has been built in the building; a shower with hot and cold water is located in the basement. A new 30-ton drive-on scale has been installed to accommodate semi-trailer trucks.

Fort Dodge, Ia.—Donald E. Edison, sec'y of the Iowa Farmers Grain Dealers Ass'n, announced that the second of the public speaking contests for Iowa boys and girls will begin with district competition in December and early January. The final event to pick the state winners will be Jan. 28-30, at the annual convention at Des Moines. Twelve-minute talks will be on the subject, "The Iowa Farmer's Part in Making His Co-operative Function."

California, Ia.—Francis Day, manager of the Loveland Elvtr. Co. elevator, gave a watermelon feast for the elevator's patrons and friends Sept. 15, when 1,000 watermelons were consumed. Mr. Day instituted the celebration in 1937 as a method of showing his appreciation to patrons. Due to the scarcity of melons in 1939, none was held, but this year's advent was given wide publicity and it is said on good authority that seven year locusts never did a better job of "cleaning up" than did Mr. Day and his guests on melon patches for miles around.

Nemaha, Ia.—With regard to the collection of rental by suit against us the facts of the case are that we paid this man \$800 for grain, he asserting that his rent had been paid, when in fact it had not been paid. The suit referred to in last number of the Journal is an attempt by the loan company to collect from us the \$800 needed for the rent.—F. H. Heise Grain Co.—Check should have been made payable to farmer who claimed to own grain and written on face of check should be, "For ——— bushels of ——— free from lien or mortgage." When seller endorses check bearing such a statement he supplies positive evidence of misrepresentation and fraud.

Ionia, Ia.—Ed Artes is building a flour and feed house.

Lake Park, Ia.—The Farmers Exchange is building a 54 x 26 x 50 ft. feed plant, to house a mill, crusher, cracker, grader and mixer. The exchange plans to manufacture a complete line of feeds under its own brand.

Winfield, Ia.—The Farmers Elvtr. Co. has taken down an ear corn drag from the main part of the elevator to the corn crib across the drive, built in 1912. The elevator recently was given a coat of aluminum paint.

Luverne, Ia.—The Kunz Grain Co. has purchased the Sanford & Lindebak elevator, thus giving it possession of both local elevators. Possession was given immediately and Harold H. Phillips of Fort Dodge was placed in charge as manager.

Ellsworth, Ia.—We recently have repaired our cribbing in our house and have put on corrugated sheet iron as well as done general repairing. We are putting government corn in house and steel bins.—Farmers Co-op. Co., Roland Baumann, mgr.

Stout, Ia.—Fourteen more government corn bins are being erected near the Froning elevator.

KANSAS

Netawaka, Kan.—A motor burn-out caused a loss at the elevator of Henry L. Lueck recently.

Walnut, Kan.—H. E. Clark is building a mill to grind alfalfa meal on lots in the Hamilton addition.

Linn, Kan.—The Linn Co-op. Exchange has installed a new hammermill and feed mixer in its east elevator.

Lindsborg, Kan.—Henry Sundberg, 38, assistant manager of the Farmers Union Elvtr. Co. elevator, died of a cerebral hemorrhage Sept. 9.

Bremen, Kan.—Safe breakers ransacked the safe at the Farmers Elevator the night of Sept. 4 but obtained nothing of value for their efforts. Entrance was gained by prying open the front door of the office.



Let IBBERSON Modernization Keep You Abreast of Times

Shown above is one unit of the large Feed Mill plant built by Ibberson for the Farmers Elevator Co. of Kerkhoven, Minn.—one of the largest farm elevator companies in Minnesota.

In addition to planning and building the whole plant, Ibberson was responsible for installing a complete new line of equipment to enable the plant to meet any and all competition.

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Engineers and Contractors

Minneapolis, Minn.

Rome (Wellington p. o., Route 5), Kan.—The Hunter Milling Co. sustained a small spontaneous combustion loss on Aug. 29.

Clafin, Kan.—Roy H. Miller, manager of the Clafin Flour Mills, is in a hospital at Great Bend, Kan., where he was taken following a fall at the mill Sept. 13 in which he sustained serious injuries.

Hutchinson, Kan.—Harold Poort recently resigned as local office manager of the Salina Terminal Elevtr. Co., and is leaving for Seattle. He was honor guest at a stag party Sept. 6 given by the Board of Trade at the country place of A. W. Estes, manager of the Midwest Grain Co.

KENTUCKY

Louisville, Ky.—Callahan & Sons are repairing their Electric Grain Elevator, putting new iron sheathing on the roofs and side walls.

Elizabethtown, Ky.—The Hardin County Milling Co., a branch of the Bowling Green Milling Co., has rented a building here and after remodeling a hammer mill will be installed and a general milling and feed business will be conducted. Wesley Monroe is the manager. —W. B. C.

Bowling Green, Ky.—Five striking employes on the Bowling Green Milling Co. were charged with criminal offenses in grand jury indictments in Warren Circuit Court. The charges ranged from "carrying off and injuring property belonging to the mill" to "throwing rocks at a mill employe" and threatening or assaulting a non-union employe of the mill.—A. W. W.

Louisville, Ky.—Receipts of soybeans, says chief grain inspector Breckenridge Moore, are expected to double this year over last year's 600 carloads since Buckeye Cotton Oil Co. has increased the size of its local soybean processing plant to provide 1,000,000 bus. of storage space and processing capacity to 200 tons daily.

Louisville, Ky.—In the will of Harry A. Volz, former president and sole owner of S. Zorn & Co., grain dealers, who died Sunday at his home on Brownsboro Road, an estate estimated at \$75,000, his son, Harry A. Volz, Jr., was named chief beneficiary and also executor. He was left the farm and sole ownership of the grain concern.—A. W. W.

Henderson, Ky.—Soybean producers of War-rick, Gibson, Vanderburgh and Posey Counties, Indiana, and growers of northwestern Kentucky, with 15,300 total acreage, have formed the Ohio Valley Soybean Co-operative Ass'n and will erect a processing mill here. Soybean oil will be produced by the new mill which will absorb much of the southwestern Indiana crop formerly sold to the American Soya Products Co.'s mill at Evansville, now being dismantled.

Greensburg, Ky.—The Rogers & Willis Milling Co., recently took over the Green County Milling Co. and have made extensive improvements at the plant. New equipment was installed and flour and meal products are being milled.

Bowling Green, Ky.—The Bowling Green Milling Co. and others have filed suit in Warren Circuit Court against the Sweet Feed Mills Co. seeking to force the defendant to reopen an alleyway across which plaintiffs charge a building is being erected by the Sweet Feed Co. The two companies are located on adjoining properties. Plaintiffs charge a building is being erected across a 12-ft. alleyway which has been open since 1909.

Owensboro, Ky.—Owensboro Grain Co. is converting the Rapier Sugar Feed plant which it bought three years ago and has operated since under its own name, into a soybean processing plant. The concrete structure is being remodeled inside to accommodate two French Screw Presses, an oil filter, Allis Chalmers Driers, a Blue Streak Hammer Mill, and other machinery associated with processing of soybeans. Roller mills, and conveyors already in the plant are being rearranged to fit in with the new activity. The plant is expected to be completed and in operation on local soybeans by Oct. 15.

MICHIGAN

Freeport, Mich.—The Freeport Elevator, operated by C. H. Runciman, Walt Wingeier manager, has installed a new diesel motor.

Eagle, Mich.—Francis A. Schwab has purchased the Eagle Elevator and installed a new hammer mill as well as made other improvements at the plant.

Dowagiac, Mich.—A petition has been filed asking for a receiver for the Colby Milling Co., in accordance with plans for dissolution of the company. Harry Palmer was appointed temporary receiver. It is anticipated that the receiver will continue to operate the mill for a time, and that eventually it will be sold, or if possible, liquidated. The Colby Milling Co. is about 80 years old. Directors, in deciding to go out of business, gave as reasons taxes and competition make operation unprofitable.

Owosso, Mich.—R. E. Hagan, who recently sold his grain business, the Hagan Grain Co., on the west side, to Robert Segula, will open a new office on Coruna Ave., where he will conduct a general wholesale grain and implement business. He will handle the retail grain business from his elevator at Bennington. Mr. Segula now is conducting his general elevator business on West Main St., near the Michigan Central tracks, which was formerly known as the Farmers Co-operative Elevator before the ownership changed in recent years.

Ann Arbor, Mich.—Charles McCalla has filed application for a building permit to erect an elevator and grain works on North Fifth Ave., immediately north of the municipal market.

Standish, Mich.—Consolidated Gr. Corp. installed a Kelly Duplex Model L Hammer Mill mounted with ear corn crusher and motor; one No. 15½-D Kelly Duplex Corn Cutter and Grader with motor.

Leslie, Mich.—The Leslie Grain & Produce Elevator operated by M. J. McLaughlin and A. L. Ward of Jackson was entered the night of Sept. 8 and an adding machine and typewriter taken. The stolen goods later were regained at Marshall, where the thief was apprehended driving a stolen car.

Albion, Mich.—Prowlers were frightened away from Earl J. Young's elevator, near North Iona along the New York Central tracks, the evening of Sept. 5 when Robert Thompson noticed a light burning in the structure, and investigating, heard someone running in the building. He summoned police who found a window in the elevator open, but the prowlers had made their get away.

Lapeer, Mich.—Mrs. Mae Matheney has resigned as office manager of the Lapeer Grain Co., a position she held for over 20 years. She continues to hold her interest in the company, however. Mrs. Matheney is well known to grain and feed mill dealers, often having spoken at conventions of the trade. Associated with her in the business are R. B. Townsend and Walter Nowak, the latter two now devoting all of their time to the business.

MINNESOTA

Currie, Minn.—Fire damaged the Theo. Paal elevator recently.

Clarissa, Minn.—Ben Dixon has sold his feed mill to Allie Anderson, local farmer.

Dover, Minn.—Otto Hein has purchased the feed and flour business of John Lahmers.

Minneapolis, Minn.—Northwest Retail Feed Ass'n will hold its regional meeting at the Nicollet Hotel Sept. 23.

Bird Island, Minn.—Fire destroyed the old empty farmer elevator building here, causing loss estimated at \$5,000.

Minneapolis, Minn.—The Rahr Malting Co. will erect reinforced concrete storage bins, 114 ft. high, overall dimension 76 x 99 ft., to be used for barley storage. McKenzie-Hague Co. has the contract.

Sleepy Eye, Minn.—The A. J. Pitrus firm has purchased the one-story brick warehouse adjoining its mill from the Kansas Flour Mills Corporation. The building will be used for storage purposes.

Duluth, Minn.—The proposed amendments to the general rules and by-laws voted on Sept. 12, resulted in fixing the contract grade on rye to be approved but the one fixing the contract grade on durum wheat failed of approval.—F. G. C.

Duluth, Minn.—Transfer of membership in the Duluth Board of Trade standing in the name of Sam Hoover, deceased, to Charles Solberg, Minneapolis, president of the Hoover Grain Co., has been posted for a vote by members.—F. G. C.

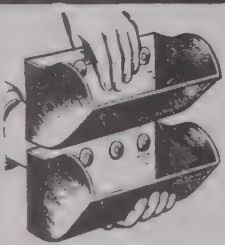
Milan, Minn.—An annex is being built at the Milan Farmers elevator here to increase the capacity of the elevator to 25,000 bus. The new addition is 28x32 ft. with the same height as the main structure. The J. H. Fish Co. has the contract.

Detroit Lakes, Minn.—Over 100 retail feed dealers and elevator men from throughout the county and state met at the Graystone Hotel here Sept. 19 for a district meeting and banquet. The meeting was sponsored by the Northwest Retail Feed Ass'n.

Winnebago, Minn.—A remodeling program is in progress at the Frank Bros. elevator where a 24x60-ft. two-story warehouse is being built, connecting the two elevators. R. A. Frank and his brothers bought the Fleischman Malting Co. elevator this summer.

Nicollet, Minn.—The Farmers Exchange recently made general improvements in their elevator, including the installation of new rubber covered bucket belting, Calumet Cups, Howell Roller Bearing Boot, and distributing system, direct connected geared head drive with Fairbanks-Morse Motor, and new Fairbanks Compressor Motor.

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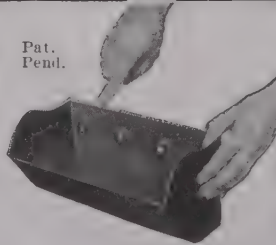


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Red Wing, Minn.—The Midland Co-operative Wholesale Co. has leased a portion of the elevator at Red Wing Malting Co. plant for storage of grains awaiting shipment, which will be made by river barge. The elevator will be used only temporarily until the company can erect suitable storage tanks on the levee, after a suitable site has been obtained.

Tracy, Minn.—Western Grainmen's Ass'n held a special meeting here the night of Sept. 11 which was attended by 130 grain men. The welcoming address was made by Mayor Robert Chatto after which a representative of the Railroad & Warehouse Commission showed a film on the work of the commission and explained the weights and measure system employed by the state. The meeting closed with a dutch lunch.

MISSOURI

Frederickstown, Mo.—Frederickstown Milling Co. installed a No. 2 Kelly Duplex Vertical Feed Mixer, ton capacity.

Shelbyville, Mo.—The Farmers Elevtr. Co. recently installed a 15-ton Fairbanks Scale with 22x9-ft. concrete deck.

Higginsville, Mo.—The Eagle Mill & Elevtr. Co. has installed a new 25-ton scale with 10 x 34 ft. platform with registering beam.

Jonesburg, Mo.—The Farmers Elevator Co. recently installed a Papec Hammermill, bought from the Sidney Grain Machry. Co.

Shelbina, Mo.—The Farmers Elevator has installed a 15-ton Fairbanks Scale with type registering beam and 34x9-ft. concrete deck.

Ava, Mo.—Ed Peterson of Pawnee Rock, Kan., has purchased the Ava Milling Co. plant from George T. Grudier and is in charge of the business.

Minier, Mo.—The Southeast Missouri Elevtr. Co. office and scale house were destroyed by fire on Sept. 14, origin of the blaze assigned to trespassers.

Golden City, Mo.—Lon Vincent, manager of the Farmers Grain & Supply Co. elevator and a member of the Missouri Grain, Feed & Millers Ass'n, was killed last month, near Springfield, Mo., in an auto accident.

Webb City, Mo.—Otto J. Gosch who has been connected with the Ball & Gunning Milling Co. for several years, was recently elected sec'y-treas. and manager of the company, succeeding to the position held by the late W. C. Ball.

Springfield, Mo.—The M. F. A. Milling Co. will build a 182,000-bu. concrete storage annex. The plant will consist of 14 bins and a turning leg. Horner & Wyatt are making the plans which will be out for bids about Oct. 1.

Springfield, Mo.—The Southwest Missouri Lumber Ass'n is sponsoring a meeting to be held Oct. 10 at the Kenwood-Arms Hotel and has issued a special invitation to all grain dealers in this territory to attend. Itinerant truck legislation will be discussed and special efforts put forth to have passed legislation regulating and making the itinerant trucker responsible. Members of Missouri Grain, Feed & Millers Ass'n are urged to attend.—A. H. Meinershagen, sec'y.

KANSAS CITY LETTER

Lightning did some damage to the concrete head house of the United Mills Co., Inc., Sept. 2.

The Kansas City Feed Club held its first dinner meeting of the fall and winter season on Sept. 19 at the Hotel Continental.

P. G. Hale, associated with E. A. Cayce, assistant sec'y of Ralston-Purina Co. and manager of the Checkerboard Elevtr. Co. who has been transferred to Circleville, O., will become the new manager of the company's Kansas City office, effective Oct. 1.

Flour Mills of America, Inc., will be reorganized under the plan as proposed by Thornton Cooke, trustee, it was announced after the necessary amount of notes had assented to the plan. More than two-thirds of the notes held by the public already have voted in favor of the plan and more than 60 per cent of the preferred stockholders have accepted. The final day for filing acceptance to the plan was Sept. 1.

Roscoe A. Kelly, for the past two years an independent grain broker but for 27 years previous to that with the Norris Grain Co., was found dead, Sept. 19, seated in his auto on a side road, the victim of carbon monoxide gas carried into the car from the exhaust by means of a hose. For more than 30 years Mr. Kelly had been a member of the Kansas City Board of Trade and last year was first vice-president of the exchange. Members of his family said he had seemed depressed lately.—P. J. P.

Speaking of popularity and the problem of supply and demand, B. J. O'Dowd, vice-president of the Moore-Seaver Grain Co., knows he has the most popular automobile in all Kansas these days, an open top model, but he just can't accommodate the hosts of friends who seek to ride in it, for they all would sit in the same seat—the one that Wendell Willkie occupied as he rode in the parade from the Union Station to the Hotel Muehlebach Sept. 14. There are those who feel Mr. O'Dowd is overlooking a golden opportunity to capitalize on so much a sit per capita.

ST. LOUIS LETTER

St. Louis, Mo.—Continental Grain Co. is adding a marine leg to its Continental elevator.

St. Louis, Mo.—The St. Louis Grain Club held its fall meeting at the Norwood Hills Country Club Sept. 13. In the afternoon a golf tournament was held with A. R. Benson and E. Schwartz as winners. New members elected were F. Murry Matthews, W. Tibbett, and J. Becker.

R. A. Callier, who recently resigned as manager of the Butler-Welsh Grain Co., elevator, Sterling, Colo., is new manager of the grain department of the Nebraska Consolidated Mills, with headquarters at the St. Louis Merchants Exchange. He will not take up his duties here until after Jan. 1, however, in the meantime being located at the company's offices at Omaha, Neb. Grain will be shipped from here by barges on the Mississippi and Tennessee Rivers and by train to Decatur, Ala., where the company is building a large plant.

A bill authorizing the city of St. Louis to file suit to condemn the 60 ft. high concrete elevator north of the Municipal Airport, and operated by a farmers' co-operative, will be introduced in the Board of Aldermen. The elevator is alleged to be an airport safety hazard and has been so described many times by com'tes and commissions. Condemnation proceedings previously started were reported in the June 8 issue of the Journals. After the city has been authorized by the Aldermen to

sue for condemnation of the structure, suit will be filed in the Circuit Court of St. Louis County.—P. J. P.—The Florissant Valley Co-operative Elevtr. Ass'n has offered to move its 22,000-bu. Robertson grain elevator from the vicinity of Lambert Field, but city officials have failed to finance the project. Wm. Krieger of the Elevator Ass'n claims the engineers laid out the north-and-south runway to include the elevator site on land leased from the Wash Railway.—J. H. G.

MONTANA

Valier, Mont.—Cargill, Inc., is building a 30,000-bu. annex to its local elevator.

Williams, Mont.—Cargill, Inc., is adding a 20,000-bu. annex to its local elevator.

Glasgow, Mont.—The Co-op. elevator is putting up an all steel granary to store flour, salt and other supplies.

Valier, Mont.—The International Elevtr. Co. is constructing a 30,000-bu. annex here. T. J. Sollom is the contractor.

Williams, Mont.—The International Elevtr. Co. is building a 30,000-bu. annex to its local elevator. Work is being done by T. J. Sollom.

Frazer, Mont.—Samuel Peter Holtberg, 67, manager of the Smith-Tyner elevator here, died at the Trinity Hospital at Wolf Point from an intestinal ailment.

Conrad, Mont.—Ely Harris has been chosen manager of the new mustard elevator by directors of the Northern Montana Mustard Growers Co-operative Ass'n.

Conrad, Mont.—Cargill, Inc., recently added two large wheat storage bins with 35,000 bus. capacity, to its local elevator, increasing its storage to 61,000 bus. Howard Roe is manager of the plant.

Billings, Mont.—Billings and Laurel have been designated as state grain sampling stations by John T. Kelly, state commissioner of agriculture. Increased wheat shipments and crowded storage facilities in St. Paul necessitated naming the two new sampling points because much grain is going, now, to the west coast. Max Rayner of Laurel has been appointed sampler at the new stations.

NEBRASKA

Bradshaw, Neb.—Fire that started in the Farmers Co-op. elevator late Sept. 18 was extinguished by the use of chemicals before serious damage resulted.

Bloomfield, Neb.—The Scribner flour mills is opening a branch feed and flour store here, Edward Blomendahl, formerly of Scribner, manager.

Cedar Rapids, Neb.—The V. C. Grain Co. is building a coal shed beside the spur track at the south of its elevator. The new company recently opened the Van Ackeren Bros. elevator.

Central City, Neb.—The T. B. Hord Grain Co. is building a feed and flour warehouse, to be 25 x 50 ft. in size. The new structure is on the site of the four coal bins that recently were razed.

Cambridge, Neb.—Hugh Butler, candidate for the U. S. Senate, proposes to help agriculture and improve general business conditions by removing grain planting restrictions in drouth stricken areas like Nebraska until normal production is again reached.

Gerber's New Flexible Loading Spout Liner Makes Worn Sections Like New



GERBER SPOUT
LINER
PATENT APPL. FOR

Slip a Gerber Spout Liner in the worn section and eliminate leaks. No bolts to insert. Can be installed in a minute without removing section. Made of Manganese high tensile steel, giving three times the wear of ordinary steel. Inexpensive.

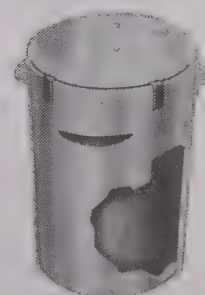
Standard Sizes (8" top, 7" bottom and 9" top, 8" bottom). Special sizes to order.

Write for catalog HI-1940, which includes the entire line of Gerber Grain Elevator Equipment.

J. J. Gerber Sheet Metal Works

518 S. 3rd Street

Minneapolis, Minn.



Gerber Spout Liner
Inserted in a Worn
Flexible Spout Section

Nebraska City, Neb.—Butler-Welsh Grain Co. of Omaha will erect barge loading equipment in order to utilize Missouri river navigation for grain shipments. The company has two elevators here totaling 400,000 bus. capacity. Grain will be hauled by truck from the elevators to the loading dock. The company expects to have the facilities completed for the opening of navigation next year.

Weston, Neb.—The Weston Grain & Stock Co. celebrated its 50th anniversary in business with a Golden Jubilee celebration the afternoon of Sept. 21. Speaking, band music, races for children, guessing contests and other forms of amusement and entertainment were provided for the guests and free ice cream and souvenirs were distributed. Among the speakers announced for the day were H. G. Keeney, president of the State Farmers Union of Nebraska; Chas. Smhra, State Insurance Director; and W. H. Benn, Agricultural Agent for the Union Pacific Railroad Co. Frank Dolezal is manager of the elevator.

NEW ENGLAND

Portland, Me.—The Paris Milling Co. recently purchased the Stout Grain Co.

Springfield, Mass.—William L. Squire, Jr., has been appointed eastern field manager for Sheldahlbarger Mills, Inc., Salina, Kan., succeeding the late William C. Tench.

NEW MEXICO

Clovis, N. M.—Our company has just completed improvements to our feed manufacturing plant here, adding 15,000 bus. grain storage, a new hammermill with 100 h.p. motor, additional cubing equipment and 7,000 sq. ft. more of warehouse space. These improvements give us the large capacity for manufacturing range cubes. We also manufacture poultry feeds, hog, dairy and horse feeds. We have been operating about ten months.—Stockmens Feed M'fg. Co.

NEW YORK

Rome, N. Y.—Alder Bros. recently installed a new hammer mill and diesel engine at their plant.

Canandaigua, N. Y.—Fire recently destroyed the Smith Bros. Mill. Only basement walls remain.—G. E. T.

Buffalo, N. Y.—Earl Livingston, 48, weighmaster at the Eastern States Elevator for more than ten years, died of a fractured skull Sept. 12.—G. E. T.

New York, N. Y.—The New York Produce Exchange Golf Ass'n will hold its annual fall tournament Sept. 26 at the Knollwood Country Club, Elmsford, N. Y.

East Aurora, N. Y.—Jamison Mills, Inc., is successor to Jamison Road branch of the Porterville-Aurora Milling Co., the new company formed by vote of the latter company's stockholders. William J. Schregelman, formerly of Hamburg, president of the new company, will manage the business.

Buffalo, N. Y.—Ray Wintringer, formerly with the Eastern Grain Elvtr. Co., has been appointed manager of a grain department opened Sept. 3 by Harold Hendy, president of the Hendy Feed Co.

Buffalo, N. Y.—Charles Boyle of the Chicago office of Cereal By-Products Co., has been appointed manager of the firm's local office, succeeding Frank C. Greutker, Sr., who recently resigned. Mr. Boyle has been with the company for the past five years in the capacity of trader at the Chicago office.

NORTH DAKOTA

Minto, N. D.—The Farmers Elvtr. Corp. has constructed a 35,000-bu. annex at its elevator.

Calvin, N. D.—The Farmers Elvtr. Co. property has been purchased by Gray & Co. of Seales, N. D.

Mohall, N. D.—The National Atlas Elvtr. Co. has purchased the former Farmers Elevator Co. building for use as a storage house.

Hebron, N. D.—The northeast corner of the Occident Elevator recently burst. All the wheat was saved and the elevator is now undergoing repairs by the Hogenson Const. Co.

Berthold, N. D.—The Victoria Elvtr. Co. elevator burst Sept. 19, spilling 20,000 bus. of grain on the ground. Filled to capacity, the 37-year-old structure gave way after a freight train had passed thru the town, vibration believed to have started the collapse.

OHIO

Lucas, O.—The Farmers Equity Co. installed a Kelly Duplex Attrition Mill Blower and a No. 6 Kelly Duplex Ear Corn Crusher and Feeder.

Toledo, O.—Herman F. Nesper, 51, auditor in the office of E. L. Southworth & Co., died Sept. 19. He had been associated with the company 22 years.

Toledo, O.—The L. J. Schuster Co., member of the Toledo Board of Trade, will move from the Edison Building to the Produce Exchange Building Oct. 1.

Asheville, O.—John Good, employed at the Sciota Grain & Supply Co. elevator, has recovered from an illness that confined him to his home for some time.

Toledo, O.—H. R. DeVore of H. W. DeVore & Co., and H. O. Barnhouse, local manager for Hurlburt, Warren & Chandler, members of the Toledo Board of Trade, are seriously ill at their homes.

Toledo, O.—J. H. Brown has joined the staff of the Toledo Soybean Products Co., as general manager in charge of purchases and sales. He has made application for membership in the Toledo Board of Trade.

Maumee, O.—A strike called at the Anderson Elvtr. Co. some time ago is still on with pickets picketing the plant. Operations, however, are being carried on and grain is being received and shipped as usual.

Ashtabula, O.—The Ashtabula Roller Mills have been purchased by William Gleason and Ralph and Robert Dubach, three former employees of the Farm Service Co. D. C. Brooks was former owner of the feed, flour and fertilizer business.

McComb, O.—N. G. Bennett, manager of the McComb Farmers Co-op. Elevator, recently resigned, effective Jan. 1. He will devote his time to his personal interests. Charles B. George, who has been assistant manager for five years, will fill the vacancy.

Circleville, O.—E. A. Cayce, assistant sec'y of Ralston-Purina Co. and manager of the Checkerboard Elvtr. Co. of Kansas City, has been transferred here to manage the Ralston Purina's mixed feed plant, soybean mill and country elevators. Mr. Cayce had been in the Kansas City office 15 years and has been with the company 23 years. He will take up his new duties Oct. 1.

Crestline, O.—Howard and Arthur C. Evans, proprietors of Evans Flour Mill, Galion, O., recently purchased the Weaver Bros. Elevator, which will be known as the Evans Bros. Grain & Supply elevator in the future, and will be operated independently of the Galion mill. The local elevator is being remodeled and new equipment will be installed. It will handle grain, feeds, building supplies, coal and feed grinding.

South Solon, O.—Guy Currey & Co. installed in their elevator new equipment that included a fan sheller, drag, new style rolling screen cleaner, a Sidney Electric Truck Hoist, a stand of elevators and numerous drives, all furnished by the Sidney Grain Machry. Co.

Shinrock, O.—The Shinrock Elvtr. & Supply Co. recently added another story on its work house and 10 ft. to the first floor of the elevator. We have installed a large Western Sheller with pit and drag and a Western Gyrating Corn Cleaner, the equipment furnished by the Union Iron Works and installed by C. L. Shoup.—The Shinrock Elvtr. & Supply Co., per Samuel Jeffrey, mgr.

Woodville, O.—Northwestern Ohio Farmers Grain Dealers Ass'n held its monthly meeting here Sept. 9, when C. S. Latchaw of Defiance spoke on exemptions permitted by the regional directors of the wage and hour law. Other speakers were J. W. Huntington, Columbus, discussing fire insurance company's obligations to its policyholders; and B. A. Wallace of Ohio State university who discussed present condition of farmers' elevators.

Chickasaw, O.—Construction of a mill to replace the one that burned last July has been started by the Chickasaw Milling Co. The debris has been removed from the site of the old mill and the new building will be erected on the foundation. It will have a capacity of 15,000 bus., be 70 ft. high, with a 38x46-ft. work floor. There will be a driveway and corn crib 20x36 ft. Modern equipment for grinding, shelling, cracking, mixing and cleaning will be installed. Ivo Grieshop is manager of the plant, temporary headquarters for which have been set up in the mill barn building across the roadway from the mill site.

OKLAHOMA

Gould, Okla.—Troy Warren, formerly of Duke, is new manager of the Adair-Morton elevator here, succeeding Page Wheeler who has been transferred elsewhere.

Aline, Okla.—Wayne Duel of Carmen is new manager of the Farmers Union Co-op. Exchange elevator. A 22x36-ft. addition is being built to the plant, for feed storage.

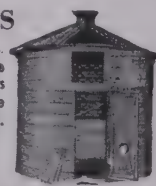
Checotah, Okla.—The Schutten Elevator is being rebuilt, the new structure replacing the elevator that burned early this year. Complete machinery and equipment will be installed for grain handling and milling.

Drummond, Okla.—The Drummond Co-op. Elvtr. Co. has awarded a contract to Chalmers & Borton, for construction of four 14 feet 6 inch tanks 112 feet tall, 11 interstice and intervening bins, 1,000 yards reconcreting and 45 tons of steel and headhouse machinery.—J. H. G.

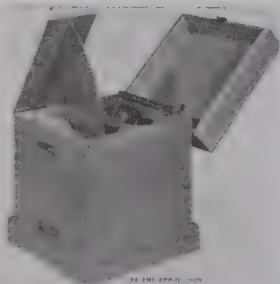
MIDWEST CRIBS & BINS

answers your surplus storage problems. 5 sizes, 500 to 2250 Bu. Easy to move or erect. Extra profit also selling bins to your farmer customers who require farm storage. Also steel Corn Crib. Write for particulars.

Midwest Steel Products Co.
728 X Delaware, Kansas City, Mo.



SHAHER MOISTER TESTER



A grain tester every elevator can afford

tests
CORN
WHEAT
SOYBEANS

RAPID
ACCURATE
ECONOMICAL

REVOLUTIONARY IN PRINCIPLE

Grain tested is not destroyed—no moving parts to oil or wear—no need to measure or weigh grain—no extra equipment—no scales to buy—no installation costs—plug in AC outlet—small in size; 10" high x 9" wide x 9" deep—no batteries, rollers or other parts to replace—not affected by reasonable amount of dirt.

PRICED AT \$60.00 and \$75.00—NOTHING ELSE TO BUY

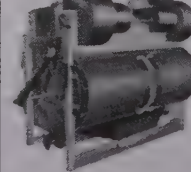
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Official Brown-Duvel MOISTURE TESTERS

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and a complete line of grain and seed testing equipment. Every item guaranteed up to government specifications.

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CHICAGO, ILL.

USE CLELAND Cleaners



For Most Efficient Cleaning, Largest Capacity, Handles All Grain or Seed, Lowest Price Quality Construction—Built in 6 Sizes.

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Minneapolis, Minnesota
Established 1824

MILWAUKEE, WIS.
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MILL FEEDS — FEED PRODUCTS — BY-PRODUCTS
Consignments and Future Orders Solicited

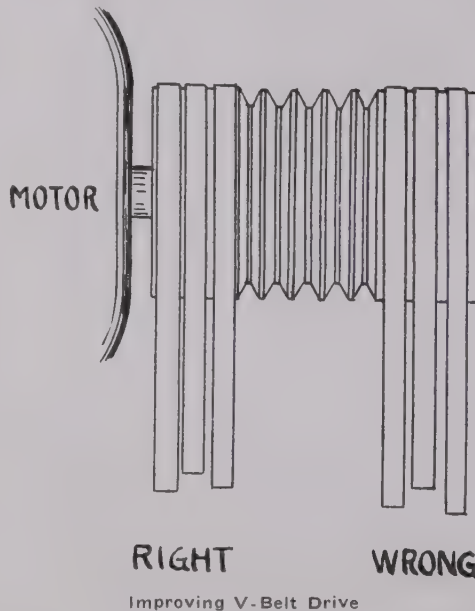
Supply Trade

Chicago, Ill.—A \$10,307,088 contract for the construction of 44 large Diesel engines and generators to be used for main propulsion equipment and for 22 auxiliary Diesel engines and generators to power 11 submarines for the U. S. Navy was awarded recently to Fairbanks, Morse & Co. Announcement of the award was made by the Navy Department in Washington. The large engines are of the 9 cylinder, 1600-h.p. opposed piston type while the smaller engines are of the 450 and 150 h.p. opposed piston type.

New York, N. Y.—The largest single unit slope conveyor belt in the world has been made by the United States Rubber Co., for the Fifth Vein Coal Co., Harrisburg, Ill. It is of 48-oz. duck, the first ever made, 9-ply Matchless, 1,530 feet long and 54 inches wide, weighing 35,000 pounds net. It conveys 1,000 tons per hour of run-of-mine coal at a speed of 350 feet per minute from underground hopper and feeders which receive the coal from the mine cars in the coal seam and lifts it 206 feet—equal to the height of a 20-story building—to the preparation plant up a slope of 16.5 degrees.

Chicago, Ill.—Samuel Benensohn and L. Benensohn, trading as Kant-Slip Mfg. Co., engaged in the sale and distribution of a belt dressing known as "Kant-Slip Belt Dressing," have been ordered by the Federal Trade Commission to cease and desist from misrepresenta-

tion of their product. In advertisements distributed thruout the various states by means of circulars, pamphlets and otherwise, the respondents have represented, the Commission finds, that their product is a positive preservative; that its use will prolong the life of leather, canvas and fiber belts, and that it will make and keep belts of such material soft and pliable. The Commission finds the product consists principally of resin and denatured alcohol, neither of which is a preservative, and in fact use of the product on leather belts has a solvent action on the oils and greases in the leather and tends to remove them and cause the leather to become dry and brittle. The respondents are ordered to cease and desist from representing that the belt dressing will preserve or prolong the life of leather, canvas and fiber belts or that the belt dressing will make such belts soft and pliable.



Conveying Without Abrading the Material

Attrition of the material by reason of the components rubbing against one another and abrasion by being scraped against the conveyor or its flights is avoided to a great extent by conveying the material in a mass, which is the purpose of the conveyor shown in the engraving herewith.

The conveyor consists of a steel casing thru which solid pivoted flights on a single strand of chain, move the material in a solid mass or column.

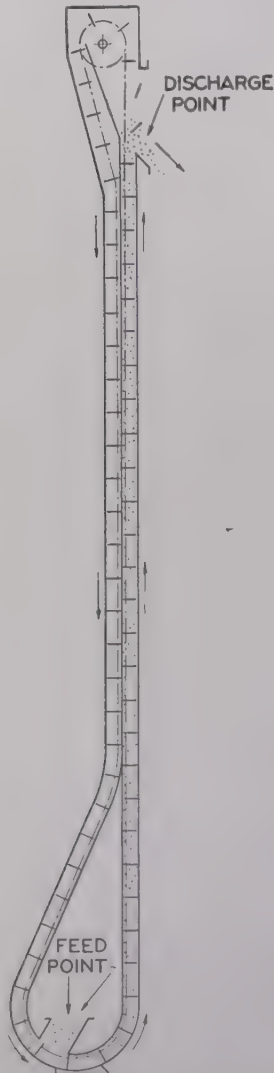
Operation and maintenance costs are unusually low since the unit operates at slow speed and flights do not scrape, but virtually float in the stream of moving material. The unit is said to feed itself gently and uniformly from full feed spouts or hoppers without flooding, jamming, overloading or breakage of material, thus eliminating the need for a separate feeding unit.

So gentle is the action that there is very little if any agitation of the material—consequently breakage and degradation are practically eliminated, an important factor in the handling of friable materials.

Being totally enclosed, the hazard of fire or explosion in the handling of inflammable materials is minimized.

This conveyor is adapted to handle a great variety of materials, a few of them being grains, flour, cereals, beans, bran, seeds, malt, peas, rice, salt, soybean meal, starch and coal.

Additional information regarding its Mass-Flo Conveyor will be furnished readers of the Journals by the manufacturers, the Jeffrey Mfg. Co.



Mass Flow Elevator or Conveyor

Improving a V-Belt Drive

By W. F. SCHAPHORST, M.E.

On numerous occasions I have seen V-belt drives improperly belted as indicated by "wrong" in the accompanying sketch. That is, when the sheave is only partially belted with only two or three ropes, the ropes are placed at the "end" of the sheave, as far away from the motor bearing as possible. The explanation for placing in that position is: "It is the easiest place to put the ropes."

Don't do it that way. The correct way is to place the ropes as close to the motor as possible as indicated by "right" in the sketch. By so doing there will be less bearing pressure owing to the smaller leverage of the ropes through the shorter distance. In any belt drive, the greater the distance of the "center of belt pull" from the center of the bearing, the greater will be the pressure of the shaft against the bearing, and, consequently, the greater will be the friction and loss of efficiency.

This also makes clear one of the reasons why double-ply belts are preferable to single-ply: the center of pull of a double-ply belt is closer to the center of the bearing.

Salt Producers Charged with Conspiracy

The Federal Trade Commission has issued a complaint against the Salt Producers Ass'n and the 20 leading salt companies alleging that beginning about October, 1935, they fixed prices, terms and conditions of sale, established a national system of zones to aid in the fixing of prices and curtailed the production of salt.

Invoices and other reports were filed by the companies with the Ass'n and they exchanged price lists in order to establish the price. Respondents are allowed 20 days to answer the charges.

Grain Contracts with Farmers

Form 10 D. C. is recognized as the best for contracting grain and seed from farmers, and is in extensive use by grain dealers. Do not take chances with verbal contracts. They lead to misunderstandings, differences and disputes, as well as loss of profits and customers. Contract certifies that farmer:

"has sold.....bushels of.....at..... cents per bushel, to grade No....., to be delivered at.....on or before....." It also certifies that, "if inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted. Any extension of time at buyer's option."

Originals are printed on bond paper, machine perforated so they may be easily removed; duplicates are of manila. All have spaces ruled on the back for recording each load delivered on the contract. Check bound, size 5½x8½ inches, 100 sets numbered in duplicate and supplied with 4 sheets of carbon paper. Order Form 10 DC Improved. Price \$1.10, f. o. b. Chicago. Wt. 1 lb.

Triplicating book is same as 10 DC and contains 100 additional copies of the contract printed on strong tissue and 4 sheets of dual faced carbon. Order Form 10 TC. Price \$1.35, f. o. b. Chicago. Weight, 21 ozs.

Grain & Feed Journals

Consolidated

332 So. La Salle St. Chicago, Ill.

Iowa Itinerant Trucker Law Sustained

In a trial which was held at Burlington, Ia., Sept. 9 and 10, Iowa's itinerant merchant law underwent its first test before a jury, and the outcome was a complete triumph for state control of gypsy peddling. Counsel for the defense attacked the law from many angles, including the so-called trade barrier angle, but failed to convince the jurors.

Ralph D. Jolly was arrested on a charge of peddling peaches without an itinerant merchant's license. The accused hired a lawyer and the case was in Police Magistrate E. W. Dailey's court two days, with County Attorney Raymond Wright in full charge of the prosecution.

The result was a verdict of guilty and a fine of \$30 plus \$35.30 in costs. At first Jolly announced that he would appeal the case but later decided not to do so and paid the \$65.30.

Jolly, who claimed that he lived in Ferguson, Mo., told the police that he was merely delivering his load in Burlington as a for-hire trucker, that he had been ordered by telephone to get the peaches and bring them to a local wholesaler. But the police asserted that he had distributed part of his load to wholesalers and retailers before arriving at the local warehouse where he was arrested.

A Missouri license plate, Illinois chassis, Iowa body and, to make this geographical combination the more complex, Jolly admitted that he had obtained his peaches in Michigan.

Last June 18, Jolly applied for an Iowa itinerant merchant's license, paid his fee, received a 10-day permit from a county auditor's office, but failed to qualify for a license because he did not file his insurance with the State Department as required by the law. His attorney argued that Jolly's possession of the expired permit was sufficient evidence that he had been licensed and that he therefore could not be fined. His conviction in the face of this

complication made the jury's verdict all the more significant.—*Highway Notes.*

Limits Truck Loads to 18,000 lbs.

Louisville, Ky.—Kentucky commercial truckers, pleading for easing of letter-of-the-law enforcement of the State weight limit regulations, now restricting load limits to 18,000 pounds, today charged that strict enforcement was delaying shipments of National defense materials and planned to carry their plea to Governor Keen Johnson.

However, after being advised that Louisville truck line officials had complained of "weight traps," Governor Johnson at Frankfort said that Kentucky's truck load limit would be enforced as long as the present maximum was law.—A.W.W.

Arkansas Organizes Against Itinerants

Outstanding representatives of commodity trades and civic groups met in Little Rock Aug. 16 and launched the Associated Producers and Distributors of Arkansas.

In the short time which has elapsed since then, this organization has made rapid progress in recruiting widespread support of its program to bring about the enactment of an itinerant merchant law at the next session of the legislature.

J. Carthel Robbins, of Stuttgart, and Emmett Sanders, of Pine Bluff, were elected pres. and vice-pres., respectively, of the State Advisory Com'te of the Associated Producers and Distributors of Arkansas. R. A. Tate, formerly superintendent of schools at Harrisburg, was chosen executive sec'y. Mr. Tate has since established his office at Little Rock, it having been decided that this would be a more convenient location.

As president of the J. I. Porter Lumber Co., Chairman Robbins is a prominent lumberman

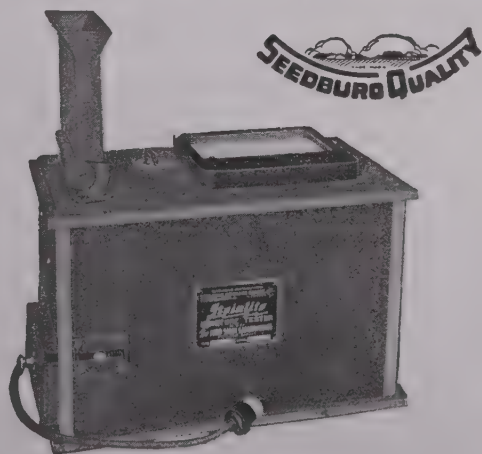
with a wide knowledge of the problems confronting all branches of industry in Arkansas. He has been president of the Arkansas Lumber Dealers Ass'n.

A Dozen Reasons for Trading at Local Elevators

Country grain merchants are assets to their communities because:

1. They furnish a ready, and constant market for farmers' grains.
2. They stay open 12 months out of each year.
3. They pay cash for the grain they buy.
4. They pay a full domestic price based on what they can sell the grain for, and take no advantage of distressed stocks.
5. They buy in both large and small lots, according to what the farmer has to offer, paying equally well for both.
6. They relieve financial distress for farmers by making advances against a crop when this is necessary.
7. They supply credit to farmers on crop security.
8. They encourage better farming practices in order to make the land more profitable to the farmer as well as produce bigger crops for movement in trade channels.
9. They handle good seeds, knowing full well that only good field seeds will grow big crops for them to buy.
10. They operate on narrow margins and a volume basis to give farmers maximum returns for their grain crops.
11. They carry farm supplies according to the needs of the farmers in their communities, and are good retail outlets to the farm trade because they have ready means for collecting their bills when they buy the farmers' grain.
12. They maintain facilities for prompt handling of grain so farmers can make deliveries without interfering with their field work.

MOISTURE TESTS on the New Crop Grains



Steinlite Electric Moisture Tester
... makes tests in one minute
... portable ... no moving parts.

Will Be Accurate WITH SEEDBURO QUALITY EQUIPMENT

Steinlite, Tag-Heppenstall, Official Brown-Duvel Moisture Testers and a complete line of everything necessary for your testing department.

Weight-per-Bushel Testers, Sieves, Triers, Samplers, Germinators, every item guaranteed, every item in stock for immediate shipment.

Seedburo Quality apparatus is manufactured according to Government specifications and has been used by leading mills and elevators for over 28 years.

Send for free Catalog No. 105 showing our complete line, prices and descriptions.

SEED TRADE REPORTING BUREAU, INC.

620 BROOKS BLDG.

Phone WABASH 3712

CHICAGO, ILL.

Field Seeds

Sloan, Ia.—The Pratt Grain Co. recently installed a new seed cleaner.

Gibson City, Ill.—The DeWall Seed Co. has installed a seed corn drier.

Selma, Cal.—The Selma Feed & Seed Store has removed to new and larger quarters.

Wayland, Mich.—Frederick H. Hilbert has installed a complete Sutton, Steele & Steele buckhorn and gravity unit.

Pateros, Wash.—The Cascade Seed Co. will ship this season about 12 carloads of cleaned seed peas.

Spencer, Ia.—The Standard Seed Co. contemplates erecting a one-story building of frame construction, 150x30 ft.

Rural Hall, N. C.—Robert M. Cox, seedsman, died unexpectedly Aug. 24. He had been a member of the state assembly for 9 terms.

Greenbush, Minn.—The Farmers Union is building a seed warehouse, contract for construction having been let to the J. H. Fisch Co.

Laporte, Ind.—Robert L. McMahan, of the McMahan Seed Store, has purchased a building to be remodeled and equipped with seed cleaning machinery.

Cleveland, O.—The 168-page "Yearbook and Proceedings of the 58th Annual Convention" has been issued by C. E. Kendel, sec'y of the American Seed Trade Ass'n.

Carrollton, Ill.—The Columbiana Seed Co. held open house in its buildings Sept. 10 and 12, 17 and 19. Visitors also toured the fields and learned all about hybrid corn.

Minneapolis, Minn.—Geo. W. Parker, for more than 50 years and until he retired two years ago, associated with the Ferry-Morse Seed Co., died Sept. 19, aged 73 years.

Ames, Ia.—Three new germination cabinets have been installed in the Iowa State College Seed Laboratory, greatly increasing its testing capacity, according to Dr. R. H. Porter.

Beaverton, Ore.—The warehouses of the Findley Seed & Feed Co. burned Sept. 9. Loss to the warehouse, which contained a quantity of stored hay and grain was upwards of \$5,000, well covered by insurance. Mill and office adjoining were saved.—F. K. H.

Hermiston, Ore.—A novel invention for picking up loose strawberry clover heads is in operation in the Meadows district. The machine designed by T. A. Heyden proved most successful in picking up clover heads which remained on the ground after mowing.—F. K. H.

Topeka, Kan., Sept. 18.—Sweet clover seed harvested in Kansas is estimated at 94,000 bus. this year compared with 85,000 in 1939 and 78,000 bus. harvested in 1938. The acreage of this crop from which seed was harvested in 1938 was estimated at 30,000 which had increased to 34,000 in 1939 and to 41,000 acres in 1940.—Kansas and U. S. Depts. of Agriculture.

Washington, D. C., Sept. 18.—For the country as a whole, the production of sweet-clover seed this year is expected to be about one-third smaller than that of last year. It is estimated at 895,000 bus. (53,700,000 pounds) of thresher-run seed, compared with 1,371,600 bus. (82,296,000 pounds) last year and 804,010 bus. (48,241,000 pounds) the 10-year (1929-38) average. Production is smaller this year than last year in all states except Illinois and Kansas. Yield per acre is larger than last year in all States except Kansas, Colorado, and possibly Ohio. Loss in cleaning sweetclover seed this year is expected to average 21.9 per cent, compared with 23.7 per cent for the 1939 crop.—U. S. D. A.

St. Louis, Mo.—T. Maurice Scott, former president of the Merchants Exchange was sadly bereaved recently by the death of his mother, Mrs. Josephine Scott.—P.

Government Again Will Buy Hairy Vetch

The Washington administration has announced that the program for purchase of hairy vetch and Austrian winter peas will be continued for another year.

Presumably the arrangements will be the same as last year, when dealers received cleaning and handling charges, guaranteeing quality on delivery to the government.

Growers were guaranteed 3 cents for peas and 7½ cents for hairy vetch.

Hybrid Seed Corn Growers Would Restrain Sales Tax Collectors

Suit has been brought by 446 hybrid seed corn growers to restrain the state of Illinois from collecting the 3 per cent tax on their transactions. The suit was filed in Sangamon County Circuit Court by the growers Sept. 10, who ask, also, for the return of \$26,190 in taxes already paid. Finance Director Samuel L. Nudelman and State Treasurer Louis E. Lewis were named defendants.

Orchard Grass Seed Seized

Ten bags of orchard grass seed shipped by the U. J. Cover Seed Co. of Mt. Gilead, O., were recently ordered destroyed because of incorrect labeling, the U. S. D. A. said. The order for the destruction of the seed was issued by the U. S. District Court for the Southern District of West Virginia.

The Ohio company had shipped the seed, labeled as 90 per cent pure, into West Virginia. Upon examination the seed was found to be only 48.52 per cent pure. Incorrect labeling of seed shipped in interstate commerce is in violation of the new Federal Seed Act.

Iowa Seedsmen Meet

A well attended meeting of the Iowa Seed Dealers Ass'n was held Sept. 10 at the Savery Hotel, Des Moines.

President Henry Kling, of Cedar Rapids, said that he had spent much time and had had considerable correspondence, and had made various trips to Washington in connection with the Wage and Hour Law. He stated that he had taken the matter up with Henry Wallace, Sec. of Agriculture, by mail, on several occasions, and had presented information to him, particularly stressing the fact that seeds have to be handled quickly under favorable weather conditions, etc., and in this connection the Wage and Hour Law is a considerable handicap.

DR. R. H. PORTER of Iowa State College, Ames, and ED. F. MANGELDORF, St. Louis, Mo., pres. of the American Seed Trade Ass'n, delivered able addresses, as did ROY A. EDWARDS, past president.

Officers elected for the ensuing year are: Pres., David Campbell, Keokuk; vice-pres., R. W. Hayden, Des Moines; sec'y, Floyd A. Fields, Des Moines, and treas., J. T. Hoffer, Nora Springs.

Dodder in Lespedeza

Little Rock, Ark.—At present, sale of lespepeza seed which contains from 100 to 500 dodder seeds per pound of lespepeza seeds is prohibited unless a special excessive noxious weed seed tag is attached to each bag, and sale of lespepeza seed which contains more than 500 dodder is prohibited.

It has been suggested that the rule be changed, still prohibiting sale of lespepeza containing over 500 dodder per pound but requiring that the excessive noxious weed seed tag be placed on lespepeza containing from 1 (instead of 100) to 500 dodder seeds per pound.

The Board will be glad to hear from farmers, seedsmen, and others who may be interested, either in favor of or against the suggested change.—Arkansas State Plant Board.

Removing Awns from Grass Seed

Fluffy seeds and those having long beards are difficult to put thru a grain drill when planting. Some of the newer and valuable grasses have long beards and go thru the seeder something like tall oat grass. They are also difficult to harvest, thresh and clean.

A method of removing the awns has been devised by the soil conservation service at Pullman, Wash., and is described in Circular 558 of the U. S. Dept. of Agriculture.

Screens are used with perforations slightly larger than the length of the seed kernel. About 500 to 1,000 pounds of seed can be processed per hour at a cost for most seeds of less than one cent per pound.

Little seed is injured, purity is usually increased, and germination is usually not affected or is improved.

The test weight per bushel may be increased as much as five times. Test weight of tall oat grass increased from 12.3 to 30.7 pounds per bushel, and that of Canada wild rye from 5.8 to 28.5 pounds per bushel.

Among the seeds readily processed are blue bunch wheat grass, blue and Canada wild rye, bulbous barley and squirrel tail.

Imports of Seeds

Imports of agricultural seeds during August and during the two months of July and August, compared with the like periods of 1939. As reported by the U. S. D. A. have been as follows, in pounds:

	August 1940	1939	July 1 to Aug. 31 1940	1939
Alfalfa	.....	140,800	.....	180,000
Bean, Mung	258,600	.....	411,600	.....
Bentgrass	.....	1,200	2,400	23,300
Bluegrass, Canada	.....	2,300	.....	2,300
Bluegrass, rough	.....	2,200	500	2,200
Brome, smooth	4,300	100	34,300	59,600
Clover, alsike	200	.....	200	.....
Clover, crimson	.....	2,388,000	.....	2,492,000
Clover, red	200	.....	200	.....
Clover, white	.....	87,800	1,000	123,400
Fescue, Chewings	.....	4,600	50,500	175,900
Fescue, meadow	.....	4,400	.....	4,400
Fescue, other	.....	100	2,300	100
Grass, Bahia	500	400	500	900
Grass, Bermuda	200	.....	200	.....
Grass, Dallis	.....	6,000	36,700	55,200
Grass, Guinea	.....	10,800	.....	20,600
Grass, molasses	.....	40,500	.....	40,500
Grass, orchard	.....	800	1,000	3,100
Grass, rescue	33,100	100	33,100	200
Grass, Rhodes	5,200	20,000	30,200	20,000
Grass, velvet	.....	3,500	2,100	3,500
Kudzu	.....	5,000	1,200	5,000
Lupine	33,700	.....	33,700	.....
Mixtures, grass	.....	600	.....	2,000
Oat	.....	.....	100	.....
Pea, field	.....	.....	300	.....
Rape, winter	180,000	360,900	240,000	695,900
Ryegrass, Italian	.....	400	.....	400
Ryegrass, peren'l	.....	31,800	.....	68,200
Sourclover	.....	.....	.....	35,000
Sweetclover	1,500	.....	1,500	80,100
Timothy	.....	100	.....	100
Vetch, hairy	27,000	644,900	27,000	1,623,600
Wheatgrass, crested	100	.....	300	.....
Wheatgrass, slender	.....	.....	1,100	.....
Total	544,600	3,737,300	912,000	5,717,500

Making Lespedeza Seed Crop Profitable

Harley Hay, a farmer of Saline County, Mo., sows two hard wheats, Kawvale and Velvet, in the latter part of October or November on land where lespedeza has been grown and harvested for seed.

The ground is double disced and the wheat drilled in. The lespedeza reseeds itself. The first year he sows 20 to 30 pounds per acre to be sure of a good stand. The land does not require plowing. All the wheat is fed to hogs.

The lespedeza is of the Korean variety, and last year the yield was 600 pounds per acre on 70 acres and 300 pounds per acre on 295 acres.

Grain and Hay Show Premiums

Stockmen, grain dealers and farmers who are planning to exhibit this fall at the International Live Stock Exposition Nov. 30 to Dec. 7 may now obtain premium lists and entry forms by addressing the Exposition headquarters at the Chicago Stock Yards.

According to Manager B. H. Heide, the prize lists for this year's show will total approximately \$100,000. A separate premium schedule is available for the International Grain and Hay Show, world's largest annual competitive farm crops show, which is held in connection with the live stock show. It will be held in the International Amphitheatre. Entries will be accepted up to Nov. 1 for all of the live stock classes. The Grain and Hay Show entries will close Nov. 10, and there is no fee in connection with making exhibits in this department.

Rust Resistant Small Grains

By A. D. JACKSON, Texas Agri. Exp. Station.

It has not been possible, hitherto, to grow small grains in the Rio Grande Valley nor for that matter in the Coast Country of Texas even tho the soil and moisture conditions are quite ideal. The trouble has been due to severe infestation of stem and leaf rusts both of which attack these grains in the coast country and it has been necessary to find strains of wheat, oats and barley that are resistant to these rusts.

Acres yields at the rate of 32 bus. of wheat, 82 bus. of barley, and 98 bus. of oats were obtained on the Weslaco Substation this year in trials of several new rust resistant varieties of these grains being grown in the Valley for the first time. These yields were obtained under irrigation with rust conditions so severe that some of the standard varieties of all three crops produced no grain at all.

The present southern boundary in the Blackland wheat belt in Texas is in the vicinity of Waco some 300 miles north of the Weslaco Station and it is readily seen that a vast area of fertile farm lands lying between these two points is dependent upon a supply of seed strains of wheat, oats and barley that are able to resist the prevalent rust diseases. Two new varieties of winter wheat that are highly resistant to both stem and leaf rust have been developed by the crossbreeding method and are now being increased to provide seed supplies.

Michigan Seed Dealers Meet

The annual fall meeting of the Michigan Seed Dealers Ass'n was held Sept. 4 at Michigan State College, East Lansing, Mich., with about 35 in attendance.

PRES. RAYMOND COULTER told of the work done by the ass'n during the past year.

Reports by com'tes were followed by a discussion of the new Federal Seed Act.

CHAS. C. STAHL, state seed analyst, spoke on "The New Michigan Lawn Seed Grades."

Prof. B. R. CHURCHILL spoke briefly on the production of brome grass seed.

Trial plots on the college farms were inspected during the remainder of the afternoon.

Officers elected for the ensuing year are: Pres., Raymond Coulter; vice-pres., D. E. Burgess, and sec'y-treas., L. S. Markley.

The Development of Michels Grass

Michels grass resulted from a cross made by Dr. Michels of the native rye grass with *Mosida* wheat. The male parent rye grass, *Elymus condensatus*, is a large, coarse, extremely hardy bunch grass that grows wild on the dry land and desert soils from British Columbia to Southern California. The female parent, *Mosida*, is a winter hardy wheat, high yielding with a strong straw, developed from Turkey and Fultzo-Mediterranean.

Dr. Michels set a difficult task for himself when he made the first cross back in 1932. The two plants botanically are widely separated, belong to genera as different in characteristics as wheat and rye. Agronomists will agree that rare indeed are the times that the required intergeneric cross has been made successfully.

Unacquainted with the hardy wild rye grass until he came to Idaho from Dakota, Dr. Michels was attracted by its vigorous, persistent growth during the searing summer heat. His associates said it was no good, except for some pasture in early spring. Unless starved to it, livestock refused to eat the unpalatable, coarse, tough stalks and leaves of the more mature plants. But it grew ruggedly, abundantly and perennially despite the heat and drouth.

Unbothered by the friendly, yet extreme skepticism of his fellow agronomists, he began work on the cross, made the pollinations by hand. Out of 353 crossings came just 15 precious seeds. By the fall of 1937, he had sufficient seed to distribute tiny quantities to growers and experiment stations. The response enthused even scientific Dr. Michels. A few unsatisfactory results were reported due to improper culture and because many annual and semi-perennial as well as perennial types were in the first composite lots of seed. Even yet some growers have reported a loss after the second winter because of the continued existence of semi-perennial types.

By the fall of 1938, Dr. Michels was able to send out an additional 1,000 pounds of seed. Convinced by this time were growers that the grass would produce early spring pasture, that it was drouth and winter resistant, that it produced high seed yields, and that it would keep on growing year after year.

Portland, Ore.—A new gadget for killing weeds by the underground steam method, has been put on the market. The machine injects under the soil surface superheated steam, which will kill all animal life and also the weed seed. The device is operating successfully in the Yakima district.—F. K. H.

Spread of Hybrid Corn

Planting of hybrid corn increased from a few scattered acres in 1936 to 25,000,000 acres this year, more than half the belt's corn acreage, according to a study by the U. S. D. A.

Hybrid corn's higher yielding and greater drouth resistant qualities were in large part responsible for its increasing popularity.

The survey showed in 22 states having 69 per cent of the corn acreage, about 42 per cent of the fields planted with hybrid seed.

In Iowa, where use of hybrid seed is most extensive, the acreage planted with this type of corn has increased from 40 per cent in 1938 to 88 per cent.

In 1938, when the marketing service made its first extensive survey, 45 per cent of the corn fields in Illinois had been planted to hybrid seed. This year the percentage is 77. Indiana's percentage increased from 33 to 66; Ohio's from 25 to 57; Minnesota's from 17 to 54; Wisconsin's from 13 to more than 50; Missouri's from 2 to 28; Michigan's from 4 to 17.

Hybrid Corn Demonstrations in Minnesota

Minnesota farmers are becoming more keenly interested each year in hybrid corn adapted to the growing conditions in the state, according to University Farm agronomists who are announcing the schedule of demonstrations and trials which will reveal advances made this past year in the growing of better hybrids. Three station field days and ten commercial trial days in scattered parts of the state are listed.

These field days will be concerned with new hybrids developed at University of Minnesota stations. They will feature more than a dozen new hybrids that have been tested over a period of years and will be ready for release to growers. The new varieties represent five varied maturity dates, suitable as far north as Crookston and as far south as the Iowa line.

The yield and maturity trials for commercial hybrids, carried out each year under the direction of R. F. Crim, extension agronomist, have a wide following of farmers and seed growers again this year. Crim says that 157 kinds of hybrids are on trial in ten widely scattered plots this year. Included in these are 18 new Minnesota varieties and more commercial hybrids than were ever tested before.

The varieties are on trial by key numbers in the experimental plots, with not even the grower knowing the names. Seed in all cases was acquired from regular seed stocks in the hands of dealers or farmers. On the field day the varieties will be identified and observers can study the plant as to strength of stalk, type of ear, and other features.

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Grain Carriers

A few old steel steamships that have not been in use for several years are being filled with grain for winter storage. The Daniel Willard at Superior, out of service for five years, has taken on 200,000 bus. grain for storage. For winter storage 8 cents per bushel is bid and 10 to 11 cents asked.

Minneapolis, Minn.—The Minnesota Railroad and Warehouse Commission has joined the Interstate Commerce Commission in an order requiring the railroads to absorb connecting line switching charges on grain from non-competitive points. The order will save shippers about \$175,000 annually.

Regulation by the Interstate Commerce Commission of most inland, coastwise and inter-coastal water traffic as to rates is provided for in a bill approved by the President Sept. 18. In final form the bill provided for compensation of up to four years for workers who might be displaced by consolidations and reorganizations of transportation systems.

Reduction in average rail rates since 1934, on the basis of service actually performed, amounted to about \$35,000,000 last year. President Roosevelt recently stated that the federal government spends more than \$50,000,000 annually for maintenance and operation of waterways alone, to say nothing of the much greater sums spent annually for waterway improvements. When the amounts of taxpayers' money that are regularly spent to sustain other transportation competitive with the railroads, are added to that \$50,000,000, it should be clear that the policies we have been practicing are not productive of lower cost transportation to the country at large. It likewise should be clear that these policies add substantially to the tax burdens of all citizens—Z. G. Hopkins.

No Traffic Restrictions Necessary

By M. J. GORMLEY, Ass'n of American Railroads

Under the Government Railroad Administration during the last war a great many arbitrary restrictions were placed on the movement of commercial freight, such as increased demurrage rates, increase in carloading minimums and various things of that kind in the interest of adding to the car supply. Under the present conditions, and under any conditions that we can possibly foresee, we believe such restrictions or penalties are totally unnecessary and by a strict adherence to the principle of not loading cars until it is known that they can be unloaded, there will be no necessity for such restrictions in the future. I would rather depend upon the active cooperation of shippers and others in avoiding delays to equipment and waste in the use of equipment by not loading cars to their capacity than could possibly be obtained from any penalty or restrictive program.

To maintain one million soldiers, it is estimated that maximum requirements, including food, clothing, arms, ammunition, and all other materials, would aggregate 5,475,000 tons per annum, an average of 3,914 carloads per week or about six-tenths of one per cent of the average weekly carloadings in 1939. For three million men, the maximum requirement for one year would average 11,750 carloads per week, or 1.8 per cent of the average weekly loadings in 1939.

In all, the increased annual steel output, maintenance of three million troops, and material for camp construction would involve an average rail movement of about 25,396 carloads per week, about four per cent of the average weekly carloadings in 1939.

An increase of less than eight per cent, as you

can readily see, offers no very great problem to the railroads.

Cut Rice Rate to Meet Truck Competition

At the request of the railroads the Arkansas Corporation Commission has granted permission to make a reduction to 5 cents from 7½ cents per 100 lbs. on rough rice, intrastate, over the Missouri Pacific, the St. Louis Southwestern, and the Rock Island, into Stuttgart, DeWitt, Jonesboro and Carlisle.

The reduction effects a saving of about \$15 per car, and is contingent upon a percentage of the finished rice being reshipped over the same route.—J.H.G.

Discrimination Against Kansas City

Claude Rice, examiner for the interstate Commerce Commission, recently conducted a hearing at the Hotel President, Kansas City, Mo., on the complaint by the Kansas City Board of Trade that on grain stopped at Kansas City for milling 3 cents per 100 pounds more must be paid, than if milled at other points on the route.

Cedar Rapids, Clinton, Des Moines, Wichita, Topeka, Oklahoma City and other points, it is alleged, shipped grain over the Rock Island thru Kansas City to points on the main line in Arkansas for from ½c to 10c less per cwt.

Grain from Union, Neb., which is south of Omaha, may be milled at such points as Omaha, Lincoln, Crete, Nebraska City, Falls City, all in Nebraska, and Independence, Mo., Sedalia, Jefferson City, or Boonville at a rate of 23 cents per cwt. The same grain if milled at Kansas City and reshipped to St. Louis takes a rate of 26 cents.

W. R. Scott, sec'y of the Kansas City Board of Trade, testified, and N. K. Thomas, sec'y of the St. Joseph Grain Exchange, supported his testimony.

W. T. McArthur, for Kansas millers, said any relaxation in the freight rule would destroy the rate structure west of the Mississippi River.

G. L. Eastman, of the Missouri Pacific, spoke in favor of the present rate.

Kansas Road to Abandon 99 Miles

The Interstate Commerce Commission has authorized the Wichita & Northwestern Ry. Co. to abandon its line extending from Pratt, Kan., north and west to Trousdale, and west from Trousdale to Kingsley and north from Trousdale to Vaughn, Kan.

On the 99 miles of railroad are 23 stations, at which are located 20 grain elevators not reached by any other railroad, the owners and operators of which will suffer heavy loss thru the deprivation of rail outlets.

Soybeans are playing an important and prominent part in feeding Germany's fighting forces according to Dr. W. J. Morse of Washington, D. C., senior agronomist of the United States Dept. of Agriculture speaking at the twentieth annual meeting of the American Soybean Ass'n at Dearborn Inn, Dearborn, Mich., recently. Dr. Morse revealed that Germany imported approximately 40,000,000 bus. of soybeans annually from Manchuria for several years prior to the outbreak of the war.

Embargo Grain to Minneapolis

The grain commission merchants and line elevator companies of Minneapolis, Minn., on Sept. 20 broadcast the following special bulletin thruout the Northwest:

TO ALL COUNTRY ELEVATORS:

An Emergency Committee representing all branches of the trade is working diligently on measures to relieve the congestion caused by the unprecedented receipts of loan wheat requiring special handling in terminal elevators. It is believed the condition is temporary and that it will be remedied within a week or ten days. In the meantime, all COUNTRY ELEVATORS are urged to withhold the shipment to Minneapolis of all grain intended for storage, including flax. Failure to do this will subject shipper to the probability of heavy demurrage charges. Co-operation of country shippers in the manner urged will assist in relieving the situation to the advantage of all concerned. EMERGENCY COMMITTEE.

Minneapolis grain elevators on Sept. 21 held 26,759,589 bus. of wheat and 3,862,370 bus. of corn, against 15,573,473 bus. of wheat and only 350,514 bus. of corn a year ago, other grains bringing the total on hand to 47,991,939 bus., against 37,939,851 bus. a year ago.

Demurrage is accruing on a half million bus. of grain on track waiting to be unloaded.



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Feedstuffs

Kansas City, Mo.—The Kansas City Feed Club held its first meeting of the season Sept. 19 at Hotel Continental.

Ralph M. Field, president of the American Feed Mfrs. Ass'n underwent a gall bladder operation at St. Luke's Hospital, Chicago, Sept. 17.

Distillers dried grains production during August is reported by the U. S. D. A. to have been 9,900 tons, against 9,800 tons in August, 1939.

Brewers' dried grains production during August is reported by the U. S. D. A. to have been 9,700 tons, against 10,200 tons in August, 1939.

Minneapolis, Minn.—The Northwest Feed Manufacturers and Distributors Ass'n held its annual meeting the evening of Sept. 24 in the Curtis Hotel.

Ottawa, Ont.—A movement of feed at nominal prices from the west to Ontario feeders is planned by Premier Mitchell F. Hepburn of Ontario and J. G. Gardiner, Dominion minister of agriculture.

Portland, Ore.—The governors of the Oregon Feed Dealers Ass'n at their first fall meeting decided to submit to a vote of members Oct. 11 the question of changing the name of the ass'n to Oregon Feed & Seed Ass'n. Many of the members are also in the seed business.

Denver, Colo.—Dr. W. C. Tully, formerly research director for the Nutrena Mills at Kansas City has been appointed director of research for the feed department of the Colorado Milling & Elevator Co., with headquarters at the Hungarian Flour Mills. In 12 of its 27 plants the company is making prepared feeds.

International Salt Co. Scranton, Pa., and its subsidiaries, Independent Salt Co., New York, and Eastern Salt Co., Boston, are charged with price discrimination in violation of the Robinson-Patman Act in a complaint issued by the Federal Trade Commission. These discriminations, the complaint continues, are accomplished by the granting of a discount of approximately 5 per cent of the list price to customers who purchase a carload of salt, by "split business" discounts and by "combine selling" discounts.

Minneapolis, Minn.—Dr. En Chu Yen, who graduated this year from the University of Minnesota with a doctor of philosophy degree,

has joined the research staff of the Archer-Daniels-Midland Co. He will work on problems associated with wheat germ oil, vitamin E, and other portions of his Ph. D. thesis which directly concern the increasing of reproduction and growth of livestock. Dr. Yen, who is thirty years old, is already known as an expert on wheat germ and oat germ oils, soybean, anti-oxidants and other related problems. He was graduated from Fuh Tan University in Shanghai in 1933, and received a master of science (chemistry) degree from the graduate school of the University of Nanking, China, in 1935. In the same year he was appointed assistant oil chemist in the Chinese Bureau of National Agricultural Research at Nanking, a position he held until 1936. He entered the graduate school of the University of Minnesota in 1936 and received his Ph. D. this spring.

Grind Corn for Dairy Feed

A. R. Porter, Iowa State College extension dairyman, says that corn—whether soft or ripe—is not used efficiently by dairy cows when fed whole kernel or on the cob. Too much of it passes thru. Corn should be ground to be used efficiently.

Only when corn is so cheap that the waste actually would be worth less than the cost of grinding would feeding of whole corn be worthwhile, he says.

Feeding corn on the cob will not injure a cow, but it will take up room that could be used by a more nutritious feed—a feed that would be of greater value to milk production.

National Feed Week

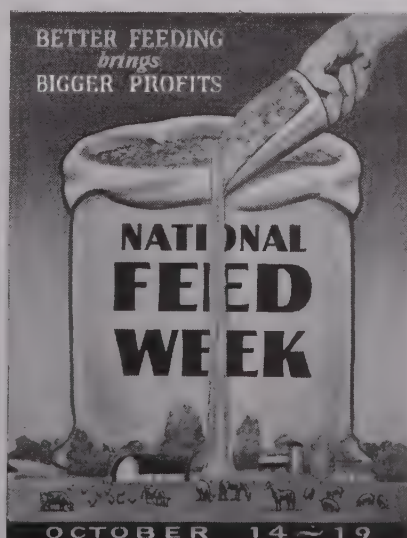
National Feed Week is celebrated to increase unity and strength within the industry, to advertise the service which the feed industry renders to the feeder and the general public and to provide a special time for firms of the feed industry to promote their products and increase their goodwill.

National Feed Week is sponsored by the American Feed Manufacturers Ass'n and has been endorsed by all feed trade papers and organizations. This is the fourth annual celebration.

STICKERS—National Feed Week stickers are miniature posters, size 2" x 3". The price is \$2 per 1,000. They should be used on quotations and letters. Order now for immediate delivery.

The Meyer-Both and Stanton advertising services have supplied almost every newspaper in the country with National Feed Week mats and suggested advertisements. Dealers are urged to take advantage of this special advertising opportunity. Manufacturers and other wholesalers should also mention National Feed Week in all their farm paper, poultry paper, radio, newspaper and trade paper advertising.

National Feed Week publicity articles are being supplied to all farm papers, poultry papers, trade papers and newspaper press services. News articles are available for dealer distribution direct to their local newspapers. All radio stations throughout the United States are being supplied with National Feed Week announcements. NBC will observe National Feed Week during its National Farm and Home Hour programs and WLS during the Dinner Bell program. Suggested National Feed Week talks are available for use by members of the feed trade. Why not arrange for a personal appearance over your local radio station, at some farmers' meeting or before the Kiwanis, Rotary or other service club in your city?



General Review of the Domestic Soybean Situation

By E. F. (Soybean) JOHNSON, St. Louis, Mo., before American Soybean Ass'n

I have prepared a table (herewith) showing the domestic production of soybeans, soybean oil, and soybean oilmeal, as well as the exports and imports of each, for the past ten years. Altho I cannot guarantee these figures, I believe they are as accurate as can be secured. Soybeans harvested for grain have increased from approximately 30 million bushels in 1936 to 87½ million bushels in 1939. In other words, the last three years have seen a three-fold increase in this crop and its resulting products.

SOYBEAN OILMEAL.—The 1939 crop will have produced by Oct. 1 approximately 1,300,000 tons of soybean oilmeal. Altho we have seen a three-fold increase in the volume of beans processed, there has been a steady improvement both in the efficiency of processing operations and the quality of the oil and oilmeal produced. This past year slightly over 80 per cent of the beans crushed were handled by expeller-type equipment. Many of these presses have been improved by various cooling systems, thereby reducing the fat left in the meal to around 4 per cent, altho not lowering the quality of the oil. Due to more general distribution or higher temperatures in the operation, this change has actually increased the efficiency of the oilmeal. It is a conceded fact that in the last three years the feeding value of soybean oilmeal, regardless of the process, has been improved at least 20 per cent.

This past summer has seen several new expeller plants and two new solvent plants under construction. Many of the older plants have improved or increased their operations.

TOO LOW A PRICE.—Both expeller and solvent oilmeals continue to sell at three to five dollars a ton below cottonseed meal, tho consumers generally admit their superiority. This low price is probably due more to lack of correct sales programs on the part of the soybean processors than to any other factor. As long as soybean oilmeal sales are made for twelve to fifteen months in advance, abnormally low values are bound to continue.

Soybean oilmeal utilization for this present year probably will not vary much from the preceding year. Over 95 per cent of the million tons of soybean oilmeal produced in 1938-39 was used in poultry and livestock feeding. It is quite likely that the final report on this year's utilization will show a sizeable increase in soybean oilmeal used in fertilizer.

SOYBEAN OIL.—Up to July 1st, 420 million pounds of soybean oil had been produced from the 1939 crop. By the end of the crop year, the total production probably will reach a half billion pounds. Compared with the 1936 yield (183,711,000 pounds), this is an increase of approximately 300 per cent. Altho this year's utilization figures are not complete, the trend indicates they will not vary much from last year's figures. In 1938-39, 86 per cent of the soybean oil was used in edible products, the balance in industrial uses, including paint, lineoleums and printer's ink. Soybean oil utilization in compounds and vegetable cooking fats has increased from 52,452,000 pounds in 1935 to 201,599,000 pounds in 1939. In this same field of utilization, imported vegetable oils have decreased from 236,568,000 pounds to 136,157,000 pounds in the same four years. 75 per cent of the soybean oil increase replaced foreign vegetable oils. In the industrial field 34½ million pounds were used in 1937, 56 million pounds in 1938, and I estimate a similar increase this year.

1940 CROP OUTLOOK.—If the 1940 soybean crop, now nearing maturity, yields 110 million bushels, and no exports of soybeans are

possible, then the crop is likely to produce over 2 million tons of soybean oilmeal and a billion pounds of soybean oil. This 110 million bushels would represent an increase of 23 million bushels, most of which increase will be for crushing. To this we must at the moment add 11 million bushels that moved for export from the 1939 crop, bringing the total increase available for processing to approximately 34 million bushels. Since the 1939 crush probably will not exceed 55 million bushels, a 34 million bushel increase would bring the total potential crush to 89 million bushels.

PRESENT FIELDS OF UTILIZATION LIMITED.—Each of us realizes that these phenomenal increases which have occurred in the last few years must eventually bring us to a limit of profitable consumption of either the oilmeal or the oil, or both. Whether the 1940 crop brings us, temporarily at least, to this limit, is a question that can only be answered in the next twelve months.

No one knows how much more protein concentrates can be consumed by livestock. The total depends on the price of livestock, the price ratio between feed and livestock products, the prosperity of the buying public, and the desire of the feeder to produce as economically as possible. It has been conceded by some of the best informed men that if all livestock and poultry were fed a balanced ration thruout their lives, the present consumption of protein would be more than doubled. Selling protein supplements to these non-users will be slow, and in many instances will have to await a new generation or a new farm owner.

I think it is an accepted fact that we cannot continue to double and treble the production of soybeans in the United States and hope for these increases to be absorbed profitably in the present channels of utilization. There is clearly some limit of animal production, which in turn must limit the consumption of soybean oilmeal in livestock feeds. In similar manner, there must be a limit to the profitable consumption of edible fats domestically, which in turn must

impose definite limits on the total production of lard, butter and vegetable fats.

THE INDUSTRIAL UTILIZATION.—If there is a limit to the consumption of oil and oilmeal in the present major fields of utilization, then what is the progress that has been made up to the present to expand the utilization of these two products in other fields? Briefly I will attempt to indicate the present status of industrial effort to broaden and increase the industrial use of soybean oilmeal and oil.

With the exception of the glue industry, the volume of soybean oilmeal used industrially is negligible. About 2 million bushels of soybeans are used in the production of soybean glue. I. F. Laucks, Inc., pioneers in this field, advise that altho changes in world conditions have diminished some of the outlets for soybean glue, these have been largely offset by gains in other fields. Synthetic adhesives have reduced

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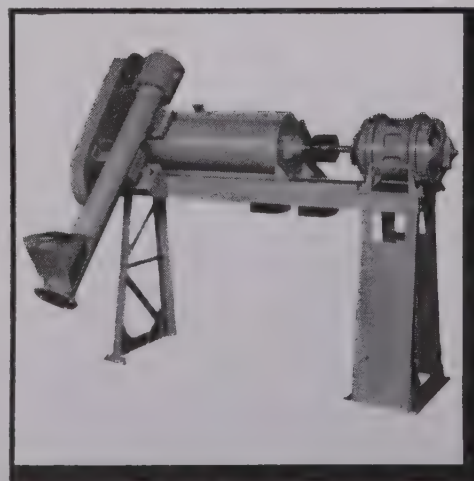
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soybean glue in some fields, but this is largely offset by an increase in the plywood industry.

The Glidden Company, pioneers in the development of Isolated Alpha Protein for use in the paper industry, report continued progress. Altho their statements are very conservative, the writer has a feeling that they are much nearer quantity utilization of soybean oilmeal in this field than they apparently feel justified in claiming.

Neither of the above fields, which are at present the major industrial consumers of soybean oilmeal, are usually mentioned in most discussions. The fancy of the American public has naturally been caught by the possibilities of plastics and plastic-like compounds. The writer believes there is a definite future in this field, but is obliged to concede that until the consumption in this field changes from ounces to tons, it will have little or no effect on the disappearance of soybean oilmeal.

We know today that four airplane manufacturers are experimenting with plastics for the production of the wings and fuselage of airplanes. Due partly to the war situation, but more especially to the natural secrecy that permeates all such investigations, we are unable to report what progress has been made in this field. Neither are we able to report if any soybean oilmeal is used or contemplated in such plastic production.

I have made only passing reference to the use of soybean oilmeal in fertilizer which increased from 4,000 tons in 1938 to 11,000 tons last year and will show a further increase for this year's crop. However, since this increase has been almost entirely at the expense of cottonseed meal, it has little effect on the total supply of protein concentrates, except to restrict further the sale of cottonseed meal.

Small amounts of soybean oilmeal have found other outlets such as water-soluble paints, core binder filler, etc., but the totals are too small to be significant.

INDUSTRIAL USE OF SOYBEAN OIL.

—Limited amounts of soybean oil have been used in the paint industry, mainly in priming coats, duco finishing and blending with rapid-drying oils. Soybean oil, classifying as a slow-drying oil, has had a very difficult time making progress against its century-old competitor, linseed oil. However, the very salvation of soybean growing seems to hinge upon expanding the utilization of soybean oil in this field. This is especially desirable since we must import sizeable quantities of linseed oil to make up the half billion pounds of oil used annually in paints. Recently considerable progress has been made toward increasing the amount of soybean oil used in our interior and exterior paints and varnishes. Some of these, especially heat polymerization, will be discussed later in the conference. I think blending of soybean oil with perilla and tung, or other rapid-drying oils, will also be discussed. It is also possible that the molecular distillation and solvent extraction methods for removing those portions of the soybean oil which do not add to the drying qualities of any oil may be discussed by others.

FRACTIONAL SEPARATION.—Represents a very promising industrial move for the utilization of soybean oil.

Armour & Co., pioneers in this field, report installation of a molecular still in which soybean oil is placed after the glycerin has been removed. In this still, based on difference in molecular weights, the saturated fatty acids are separated from the unsaturated. These saturated acids proceed to the soap kettle where they make even a better soap than the original soybean oil. The unsaturated fractions are claimed to be a synthetic drying oil of extremely desirable characteristics. The capacity of this installation is reported at 15 million pounds annually. From an industrial standpoint, this is a very satisfactory start.

In a somewhat similar manner, solvent extraction may be used to segregate the anti-oxidiz-

Oct. 1 to Sept. 30	SOYBEANS (1,000 Bushels)			SOYBEAN OIL (1,000 Pounds)			SOYBEAN OILMEAL (2,000 Pounds)		
	Harvested For Grain	Exported	Imp.	Produced	Exported	Imp.	Produced	Exported	Imp.
1930-31	13,471	.....	54	34,688	2,576	2,932	85,000	.....	17,587
1931-32	16,733	2,161	49	39,945	1,524	568	100,000	.....	16,562
1932-33	14,975	2,450	13	29,078	670	1,381	80,000	.....	28,268
1933-34	13,147	.....	6	26,196	879	826	79,989	.....	29,992
1934-35	23,095	19	5	78,123	1,905	6,660	216,000	.....	64,301
1935-36	44,378	3,490	4	208,965	2,198	4,845	556,879	23,860	20,018
1936-37	29,983	.....	17	183,711	2,441	14,319	458,562	3,451	55,778
1937-38	45,272	1,368	3	277,779	3,328	2,622	715,777	42,546	15,484
1938-39	62,729	4,416	2	414,614	3,670	1,443	1,083,998	36,047	12,315
1939-40	87,409	10,948 ¹	2 ¹	417,245 ²	7,008 ¹	2,508 ¹	1,103,465 ²	51,438 ²	8,890 ¹
1940-41	110,000 ³	.....	..	.....	.....	.....	.....	.....	.....

¹October 1 to May 1.

²October 1 to July 1.

³Private estimate based on acreage and condition August 1.

ing fractions. However, since there is no known industrial installation operating on this method, I will leave the laboratory discussions to others.

LARD AND COTTONSEED OIL.—The importance of moving large quantities of soybean oil into the paint field can be understood better when one considers the gigantic battle that goes on today between lard, cottonseed oil and soybean oil. It is estimated that 2,350,000,000 pounds of lard will be produced in 1940—an amount about equal to pre-drouth production. However, in those days, 30 per cent of our lard moved for export, while this year even optimistic estimates place it at less than 10 per cent. Cold storage holdings of lard on July 1st was 306 million pounds, more than twice the usual amount.

I do not believe our export demand for lard will ever return to the levels of a few years ago. The per capita consumption of lard substitutes in Europe has increased considerably in the last five years, partly due to high prices on lard because of drouth and reduction in hog population. I fear lard is as big a problem as cotton from an export standpoint.

The seriousness of the competition between lard, cottonseed oil and soybean oil can be understood better by considering the recent expansion in the soybean acreage. To avoid a pork and lard surplus, little pigs were slaughtered. To prevent a resulting surplus in corn, the corn acreage was reduced. Much of the soybean acreage expansion was on reduced corn acreage—yet corn is fundamentally a producer of lard. Actually, an average acre of corn will produce 65 to 85 pounds of lard, while the same acre of soybeans will produce 175 to 190 pounds of soybean oil. In other words, government regulation so far has resulted in a definite increase in our total supply of edible fats rather than a reduction as advertised.

1940 CROP EXPORT POSSIBILITIES.—If the war continues with both sides claiming a blockade, the export of any soybeans or soybean oilmeal to Europe is apparently impossible. In addition, the export of such competitive products as lard, cottonseed oil, and linseed meal will be limited adding that much more to the domestic surplus. A more serious factor is that the Latin American nations, who in the past have exported 40 per cent of their agricultural commodities, are now trying to ship their cottonseed meal, peanut meal, and other concentrates

to the United States, since the European outlet is closed to them also. In the last couple months 50,000 to 75,000 tons of various protein feeds have been dumped on our coast markets. On the Atlantic Coast we have had copra, peanut, cottonseed and middlings from South America and Africa; on the Pacific Coast we have had peanut, cottonseed and others from Japan and South America.

From Oct. 1, 1939, to April 1, 1940, the United States exported approximately 11 million bushels of soybeans and over 50,000 tons of soybean oilmeal. All exports stopped with the invasion of the Scandinavian countries. I do not feel that there is any possibility of duplicating this performance if the European war continues into the coming year. There is no question but that Germany, Belgium, Holland and the Scandinavian countries need soybeans and soybean oilmeal badly. The problems of securing steamers, blockade hazards, methods of payment, and high freight rates seem to definitely prevent any such movement.

In the last ten days, at least a major part of the 533,000 bushels of soybeans at New Orleans, Baltimore, New York and Boston, originally intended for export, have been reshipped to Chicago and the Pacific Coast, conclusive evidence of inability to ship to Europe. Recent cables advise that due to shortage of feed, Berlin has issued orders to Denmark to slaughter one million pigs, about one-third of the total hog population of the country. Similar orders are believed to have been issued to Holland and Belgium.

Poultry is also included in the slaughter, but no figures are available. This would mean an increase in the near-by pork and lard supply and a decrease in the near-by demand for feed, regardless of how serious the future effect of such measures may be.

I will make no effort to differentiate between conditions in Europe, depending upon who wins the war. As far as the export of soybeans or soybean oilmeal, or even competitive commodities, are concerned, the export possibilities will differ mainly in the problems of (1) payment and establishment of credit, and (2) basis of exchange. If the European war is concluded, and we assume that some international basis of financing and exchange is arranged, then the outlook becomes a very different one.

[To be Continued]

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Poultry Feeds and Feeding

Lafayette, Ind.—The 22nd annual meeting of the State Poultry Ass'n of Indiana will be held Oct. 2 and 3 at Purdue University, it is announced by Wm. Kohlmeier, secretary. This educational meeting, which is attended by poultry raisers, egg producers, and hatchery operators from all parts of the state, serves as the annual round-up of all Hoosier poultry interests.

Plans to Help Poultry Raisers

As a stimulus to poultry raising and allied industries, Kasco Mills, Inc., has announced a coupon merchandising plan which enables egg farmers to get 1941 baby chicks free of charge. The offer is available through participation in the Kasco Fall Feeding Program. Each 100-lb. bag of Kasco Egg Feeds will contain a baby chick coupon having a cash value of 10 cents.

These coupons are to be saved by the poultry raiser who can use them as cash when he is ready to buy his baby chicks next spring. A large number of hatcheries have been authorized to redeem these coupons at their face value in exchange for live baby chicks. Kasco Mills, Inc., will then reimburse the hatcheryman for the total amount of the coupons he redeems.

Effect of Ration on Vitamin Content

At the University of Missouri Bertha Bisbey, Adelia Weis and H. L. Kempster determined biologically the vitamin A and riboflavin content of eggs produced by hens under carefully controlled conditions as to rations and housing. Variants in the rations of the hens producing the eggs for the vitamin A studies were cod liver oil, alfalfa leaf meal, and yellow corn.

A definite relationship was found to exist between: (1) the rations of the hens and the depth of color of the yolks of the eggs produced; (2) and the depth of color to the vitamin A activity of the yolks, providing no colorless source of vitamin A had been included in the rations of the hens.

Three rations, differing in riboflavin content, and eggs produced by hens on these rations, were assayed for riboflavin. In the cases studied, there was a direct correlation between the amount of riboflavin in the ration and the amount in the egg. Variants in these rations were meat scrap, skimmilk, alfalfa leaf meal, and "greenmilk."

Studies on the vitamin A and riboflavin content of the tissues of the hens are in progress.

Effect of Feeding Wheat Germ Oil

C. E. Holmes and W. W. Cravens of the department of poultry husbandry, Madison, Wis., report that under the conditions of experiments the control rations used appeared to meet the requirements of the breeding birds adequately. The addition of cold pressed wheat germ oil at the rate of one-half cubic centimeter per bird per day to the control rations had no beneficial effect as far as fertility, hatchability, and egg production was concerned for either Single Comb White Leghorn or Barred Plymouth Rock hens.

The wheat germ oil addition did not reduce embryonic mortality. There were no significant differences between the controls and the wheat germ oil groups in malpositions, hemorrhagic embryos, sticky embryos, and relative distribution of late deaths.

There was no significant difference in viability of the chicks hatched from the controls and the wheat germ oil groups.

The addition of 0.1 per cent wheat germ oil to the ration did not significantly affect growth,

mortality, age to sexual maturity, or egg production in this experiment. There was no indication in this trial that rapid early growth (due to higher protein ration) increased mortality either in the growing period or during the laying period.

Vitamin B₆ and Chick Nutrition

It was found by H. L. Kempster and others at the University of Missouri that chicks on diets that are inadequate in vitamin B₆ lose appetite, develop muscular weakness, appear emaciated, remain sitting with head lying on floor, and before death develop a trembling of legs and wings. The addition of vitamin B₆ to the ration accelerates the rate of growth and decreases the mortality. Approximately 400 gamma vitamin B₆ per 100 grams of diet are required to support a normal growth rate.

The amount of vitamin B₆ in the ration had no effect on the incidence or degree of perosis. Chicks on a ration deficient in pantothenic acid did not develop severe dermatitis unless the growth rate was accelerated by the addition of vitamin B₆.

Salt Requirement of Growing Pigs

In a series of experiments at the University of Alberta, pigs receiving a ration consisting solely of a cereal mixture developed symptoms of salt craving and became very unthrifty in appearance. The addition of common salt to such a ration led to improvement in rate of growth, increased efficiency of feed utilization, and better general thrift in the pigs. When the pigs received the cereal mixture supplemented with protein concentrate and ground limestone, the addition of salt to the supplemented ration did not result in a significant increase either in rate of gain or efficiency of feed utilization.

Based on chlorine balance trials, it was estimated that the daily sodium chloride requirement of a pig gaining approximately 1 lb. daily in weight is approximately 1.33 gm. The above supplemented ration without additional salt supplied an intake of 1.7 gm. of sodium chloride daily, explaining the lack of response to added salt in the ration. Feeding up to 3 per cent salt in the ration led to a marked increase in water consumption and excessive urination but did not give rise to extensive retention of moisture in the muscle tissue nor cause a significant change in size of gross appearance of the kidneys.

Fewer Chickens Raised on Farms

Washington, D. C., Sept. 16.—About 73 per cent of the chickens raised in 1940 were reported purchased as baby chicks from hatcheries or were custom hatched, and about 27 per cent were home hatched on farms. The percentage of chicks coming from hatcheries has increased rapidly during the past decade and farm hatching has become less important. Last year about 70 per cent of the chicks were reported as purchased from hatcheries or custom hatched, in 1938 about 58 per cent, and in 1930 about 42 per cent.

The number of chickens raised on farms in 1940 is estimated at 680,149,000 birds compared with 772,896,000 last year and a 10-year (1929-38) average of 721,145,000 birds.

The 12 per cent reduction from 1939 in number of chickens raised reflects the influence of an unfavorable season. Feed-egg and feed-chicken price ratios continued unfavorable to producers from last November up to the close of the main hatching season in June. The usual 3-year cycle of chicken production has been true to form showing in 1938 and 1939 the customary 2 years of increase leading to heavy supplies and low prices of eggs and chickens, and a third year of sharp decrease.—U. S. D. A.

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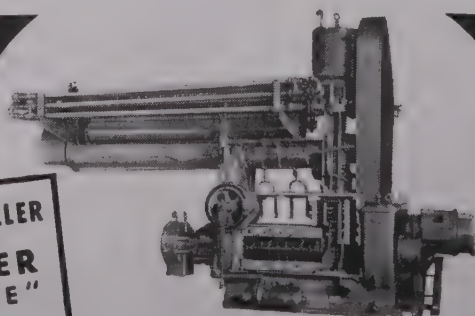
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Feed Prices

The following table shows the closing bid price each week for October futures of standard bran and gray shorts, cottonseed meal and spot No. 1 fine ground alfalfa meal, in dollars per ton, and No. 2 yellow corn and No. 2 yellow soybeans in cents per bushel:

		Minneapolis Spot		Kansas City	
		Bran	Midds	Bran	Shorts
June 22.....	17.50	22.00	13.95	17.40	
June 29.....	17.00	22.00	13.75	16.85	
July 6.....	16.00	20.50	14.00	17.10	
July 13.....	17.50	21.50	14.00	17.45	
July 20.....	20.50	22.50	14.40	18.00	
July 27.....	20.50	22.00	14.75	17.85	
Aug. 3.....	18.00	19.00	14.45	17.60	
Aug. 10.....	17.50	17.50	14.75	17.50	
Aug. 17.....	16.75	16.75	14.65	17.40	
Aug. 24.....	16.00	16.00	14.65	17.50	
Aug. 31.....	17.00	17.00	16.10	18.60	
Sept. 7.....	18.00	19.00	16.15	18.60	
Sept. 14.....	18.00	19.00	16.50	18.75	
Sept. 21.....	17.00	17.50	16.20	18.50	

		*St. Louis		Chicago		Decatur	
		Bran	Shorts	Soybeans	Meal		
June 22.....	17.15	19.50	81½	18.00			
June 29.....	17.00	18.75	78½				
July 6.....	17.00	18.80	81½	17.50			
July 13.....	17.25	19.25	82½	18.50			
July 20.....	17.60	20.00	84½	18.50			
July 27.....	18.00	20.00	79½	19.00			
Aug. 3.....	17.30	19.50	79½	19.00			
Aug. 10.....	17.75	19.50	74½	19.00			
Aug. 17.....	17.60	19.40	75½	19.00			
Aug. 24.....	17.50	19.25	78½	18.50			
Aug. 31.....	19.30	20.90	80	18.50			
Sept. 7.....	19.35	20.60	85	19.00			
Sept. 14.....	19.70	20.75	83½	20.00			
Sept. 21.....	19.25	20.50	79½	21.00			

*St. Louis bran basis Chicago delivery; shorts St. Louis delivery.

Imports and Exports of Feeds

Imports and exports of feedstuffs during July, and for 7 mos. ending July, 1940, and 1939, as reported by the Bureau of Foreign and Domestic Commerce, were as follows, in tons of 2,240 lbs. except where noted otherwise:

		IMPORTS		EXPORTS	
		July 1940	July 1939	6 Mos. ended July 1940	6 Mos. ended July 1939
Hay*	846	835	39,951	23,480	
Coconut cake†	29,140,418	8,571,692	117,556,544	65,457,393	
Soybean cake†	2,000,604	1,712,077	18,693,752	18,334,725	
Cottons'd cake†	22,256,711	67,140	54,686,085	6,662,991	
Linseed cake†	.....	574,000	2,556,000	8,582,091	
All other cake†	4,169,500	3,245,433	15,162,910	16,144,183	
Wheat fds.*	34,350	46,364	251,936	238,466	
Beet pulp*	.....	.....	1,038	7,475	
Tankage	7,057	6,698	25,430	39,770	
Fish-scrap	808	738	30,768	29,113	
Hay	202	130	2,293	1,777	
Cottons'd cake	.....	.....	31	1	
Linseed cake	.....	17,675	83,771	143,899	
Other oil cake	5	.....	1,205	2,472	
Cottons'd meal	1	41	567	1,555	
Linseed meal	25	2,231	2,821	7,256	
Babassu cakemeal	.....	.....	368	102	
Soybean oil cakemeal	854	1,613	31,473	20,541	
Other oil meal cake	24	463	9,876	3,129	
Fish meal	21	67	200	226	
Mxd. dairy & poultry fds.	595	1,611	5,355	6,922	
Oyster shells	302	4,641	10,082	29,357	
Other prepared & mxd. fds.	48	447	1,441	2,046	
Other feed bran	798	2,017	9,334	12,942	
Kafir, milo (bus.)	189	102	1,312	1,245	

*2,000 lb. ton. †Pounds.

Deficiency of Vitamin H

The action of vitamin H in protecting against the injury caused by a diet containing egg white is somewhat unique in that the diet cannot be considered to be deficient in an essential food constituent. Omission of the egg white from the injury-producing diet gives a ration which apparently does not lack any of the needed vitamins. This appears to be in contrast to the action of the various members of the vitamin B group in curing or preventing nutritional injuries, for the diets in these cases have always been found to be definitely deficient in the vitamin in question.

The recent observations of Gyorgy, Melville, Burk and du Vigneaud have shown that vitamin H is probably identical with biotin (and coenzyme R). In view of their results, it appeared that a study of the biotin intake and excretion and the biotin content in the tissues of chicks receiving egg-white injury diets might be helpful in throwing some light on the manner in which vitamin H functions.

At the University of Texas, Robert E. Eakin, Wm. A. McKinley and Roger J. Williams placed day-old chicks on the following diet: yellow corn, 55 per cent; wheat middlings, 20 per cent; purified casein, 20 per cent; bone meal, 1.5 per cent; limestone, 2 per cent; cod liver oil, 1 per cent; and iodized salt, 0.5 per cent. When ten days old, the chicks were divided into two groups. One, the controls, was continued on this same diet, and the other group was given a ration in which the purified casein was replaced by dried egg white.

Samples of the two diets, digested in 20 per cent sulfuric acid for 18 hours at 100° C., gave the following assay values for biotin by the method of Snell, Eakin and Williams: control diet, 0.39y per gram; injury diet, 0.67y per gram. Twenty-four-hour samples of the feces from the two groups were collected at intervals throughout a month, dried, weighed and carefully sampled. Aliquots were tested, both for free (extractable) biotin, and for "bound" biotin, i.e., biotin which was liberated after 18 hours digestion of the feces at 100° C. in 20 per cent sulfuric acid.

Altho there were some irregularities in the assays, it was found that both groups of chicks were excreting from 10 to 20 per cent of their biotin intake as free biotin and approximately 15 to 25 per cent additional as "bound" biotin. On an actual weight basis, the injured chicks were, of course, excreting more than the controls, since their intake was greater.

By the eighth week, the usual syndrome had become very pronounced in the injured group, so the tissues of two chicks from each group were then assayed for their biotin content; two weeks later tissues from an additional chick of each group were tested. These tissues were allowed to autolyze under toluene for three days at 37° C., after which they were thoroly extracted with hot water. The tissues from the injured chicks were found to be consistently lower in their biotin content than were those from the control chicks.

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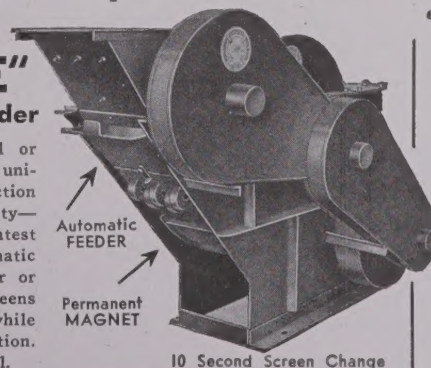
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These preliminary results indicate that the biotin which is present in the diet of the injured chicks (and which is more than sufficient in the absence of egg white) is not available to the tissues. Presumably it is destroyed by interaction with the egg white, and therefore an excess of biotin must be present in a diet containing egg white in order for the tissues to receive the necessary amount. It is probable that the injury caused by egg white is not due to any direct toxin, but rather is produced indirectly by the action of the egg white in making the biotin of the diet unavailable. If such is the case, it should be possible to produce similar syndrome by a diet which is actually deficient in biotin, but which contains no egg white.

Soybean Oil—Its Current Consumption

By H. W. GALLEY, manager oils division of A. E. Staley Co., before American Soybean Ass'n

It is a far cry from a mountain ledge in China centuries ago, to an American streamlined kitchen in 1940. According to a legend far back in the dim past a caravan laden with gold, silver and valuable furs, while yet several days' journey from their home in Eastern China, were beset by bandits and took refuge in a rocky defile where defense was simplified. Besieged and faced with starvation, a servant pointed out to his master a vine-like plant bearing some sort of legume. Such a plant was unknown, but has since been identified as the soybean. Pounded to a coarse flour, mixed with water, and made into rough cakes, the caravan was supplied with food until help arrived, and—so the legend goes—the soybean became the very staff of life in China from that date forth.

IN THE FOOD INDUSTRY.—We need not count by centuries because so short a time ago as 1933 the soybean appeared on no kitchen shelf in any form. Today there is likely to be on that same shelf a can of shortening, a package of margarine, a jar of mayonnaise or salad dressing, or a can of salad oil, in which soybean oil is substantially present. Thus, after groping in the dark during the earlier years of our domestic production, for a suitable outlet for soybean oil, it has finally been placed in its proper sphere—the food industry.

In previous years, efforts of the processors to increase the consumption of soybean oil in industrial channels, met with little success and it failed to register sufficient stride to warrant production expansion. In any field, there are always one or two men with vision and with sufficient courage to venture research for new outlets.

Legendary at first and later factual evidence of the food value of soybean oil prompted the pioneer investment of thousands of dollars to discover means of adopting the soybean oil to food uses. It was thoroly believed that the edible field, if properly developed, would afford an outlet for the oncoming expansion in the growing and processing of soybeans. All honor is due these early investigators who have made our present achievement possible.

Today the progressive manufacturer is alert to the advantages of soybean oil from a standpoint of quality, availability and economy. It is far past the experimental stage. A few who are still hesitant and are blind to its many uses in the food industry may lack the courage of their leaders in investigating its adaptability to their own technic.

AS A MANUFACTURING MATERIAL.—Government records show that perhaps the most significant development in the compounds and vegetable cooking fat field during the past few years has been the rapid increase in the use of soybean oil as a manufacturing material.

Prior to 1935, when domestic production of soybean oil began its recent sharp expansion, only negligible quantities were used in cooking fat. In 1935, 52,000,000 pounds of soybean oil

were used in shortening; last year, over 200,000,000 pounds, or 55% of the total crop, was used in the manufacturing of shortening and compounds.

Margarine, mayonnaise, salad dressing and other edible products accounted for another 100,000,000 pounds, or more than one-fourth of last year's crop of oil. Paint, varnish and linoleum took about 28,000,000 pounds, or a very small percentage of the total oil produced. Nineteen forty is expected to show even greater increases, margarine alone having consumed soybean oil so far this year at the rate of 100,000,000 pounds for 1940. Compared with older oils of longer experience, soybean oil has made the greatest success in the fats and oils field.

Few of us realize our own contribution to its consumption, but a glance at our own kitchen shelf may be a revelation. New outlets in the food industry are being constantly investigated and engineered. Not only research, but education and preaching are necessary to widen our present success.

HAS FORMIDABLE COMPETITION.—Turning factory production of soybean oil into consumption is not as easy as the foregoing might indicate. Let us first consider that in 1939 more than half of the soybean oil crop was consumed in shortening manufacture—shortening competes with lard and in 1939 this country had the biggest lard production in the past five years.

The loss of export outlets due to European war has thrown a heavy burden on this country to consume its own lard. This has brought about a sharp increase per capita which has recovered to 12.7 lbs. in 1939 as compared with 9.5 lbs. in 1935. Government bulletins indicate that lard consumption in 1940 may reach 15 to 16 lbs. per capita which would be the largest on record. On the contrary, the consumption of shortening and vegetable cooking fats which was 12.4 lbs. per capita in 1936 declined in 1939 to 10.7 lbs. per capita. And again the Government indicates that a further decrease is indicated for 1940.

To get a true outlook for the consumption of soybean oil, we must not only regard this lard picture but also realize that cottonseed oil is a heavy constituent and a formidable competitor of soybean oil in the manufacture of shortening and vegetable cooking fats. This presents a problem in which the three most important fats, lard, cottonseed oil and soybean oil, must be regarded relatively. With the possibility of exports curtailed or shut off completely, the United States as a heavy fat producer has a problem.

VERSATILITY.—As a further result of the European conflict, oils and fats which were formerly imported in large volume are now of lesser consequence and must be replaced with oils and fats of domestic production. This seems to be an obvious solution, but while it may be generally regarded that oils and fats of similar character are relatively interchangeable in use, each has its own characteristics and substitution can only be effected thru considerable study and technique of handling. Only time will reveal what can be done in this direction. Soybean oil, considered quite versatile, may be used to replace some of the imported oils in certain formulations, but in some instances such an idea may be only wishful thinking. The chemist must be called upon to meet this situation if we are to gain any advantage in the further consumption of soybean oil by such route.

Optimism has been the buoyant note that has prompted the farmer to grow more soybeans and the processor to build more crushing plants and oil refineries. Our success so far in marketing our production of soybean oil must not diminish our efforts to strive for further outlets and new uses if the total volume is to grow. The European war has brought new factors into play and competition is keener than heretofore.

Southern Feed Men to Meet Oct. 10, 12

A lively program has been arranged for the annual meeting of the Southern Mixed Feed Manufacturers Ass'n to be held Oct. 10 to 12 at Athens, Ga.

Oct. 10 will be devoted to the golf tournament at the Athens Country Club, and the prizes will be distributed in the evening at the Georgian Hotel, with special entertainment provided by the Ashcraft-Wilkinson Co.

Friday evening the University of Georgia will act as host at a southern open-air barbecue.

Among the speakers obtained by A. T. Pennington, of Atlanta, who is program chairman, are W. Ray Ewing, Harrison, N. J.; Dr. M. P. Jarnigan, University of Georgia; Dr. R. M. Bethke, of the Ohio Experiment Station; Dr. C. D. Carpenter; C. E. Wylie of the University of Tennessee; Dr. Chas. B. Cain and C. A. Cobb.

The nutritional school conference promises to be very informative.

A large attendance is expected by reason of the gathering at the same time of the Georgia Feed Mfrs. Ass'n, the Southern Feed Industry Conference, and the football game Saturday between Georgia and Mississippi.

Ottawa, Ont.—After Dec. 1, providing that the war situation does not get more serious, there will be an export shipment from this country of 3,000,000 bus. per week, which with a domestic consumption of 1,000,000 bus. a week, or a total of 4,000,000 bus. a week, will naturally make it possible for further quotas to be established. At the end of the crop year next July 31, so my advisers tell me, the carry-over will not exceed the amount of the domestic consumption for one year.—Jas. A. MacKinnon, minister of trade and commerce.

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Calcium Supplement Increases Feeding Value

By J. M. JONES, Chief, Division of Range Animal Husbandry, Texas Agricultural Experiment Station.

The sorghum roughages are extensively produced in Texas and are abundantly available for feeding at a considerably lower price than alfalfa. The problem, therefore, was to find a successful means of substituting sorghum roughages for the alfalfa in the rations.

The Texas Station was joined in the enterprise by the Texas Technological College at Lubbock, and a comprehensive series of experiments which were conducted showed that the sorghum roughages were more valuable for fattening lambs than earlier experiments had indicated. The earlier tests had merely compared results obtained when alfalfa was fed with the results when the sorghum roughages were fed as the roughage portion of the fattening ration. The new experiments were planned on basis of information afforded by analyses of the two types of roughages, which analyses revealed that sorghum roughages were deficient in both lime and protein. With the knowledge of these deficiencies in sorghums, it was a simple matter to supply the lime in the form of pulverized oyster shell or pulverized limestone, and to supply protein in the form of cottonseed meal. When this was done, the desired fattening qualities of the ration, which included ground milo heads as a source of grain supply, were secured and a cheap substitute for alfalfa became available.

After these experiments had been continued long enough to obtain actual evaluations, the feeders were advised that .4 ounce of pulverized oyster shell or pulverized limestone, having high calcium content, should be included in the daily ration of a lamb being fattened on feeds in which the sorghums were the source of the

roughage supply, and that .35 to .40 pound of cottonseed meal per head daily (approximately double the amount required with alfalfa) should also be fed with such rations. This supplemented sorghum roughage was almost equal to alfalfa.

As reported in Texas Station bulletin 563, straight Rambouillet lambs, averaging around 54 pounds at the time of going on feed (1931-32), made during a 90 day feeding period a feed-lot gain of 26 pounds per head on a ration in which sorgo silage without pulverized oyster shell or pulverized limestone supplied the roughage portion of the ration. A comparable group receiving a similar ration plus 0.4 ounce per head daily of pulverized oyster shell made a gain of 36 pounds, or approximately 43 per cent greater gain than those which did not receive the calcium supplement. The lot that received the mineral supplement weighed approximately 9 pounds more per head on the market and sold at 50c more per hundred than the lot that did not receive the mineral.

In several subsequent tests reported in the same bulletin, the addition of 0.4 ounce pulverized oyster shell or limestone to rations in which sorghum fodder or silage supplied the roughage, resulted in increased gain, better finish, lower death loss, and greater profits.

These lamb feeding investigations, extending over the period 1928-29 to 1933-34, have definitely shown that lambs fed sorghum fodder or sorghum silage, free from mold and having reached the proper degree of maturity, as the roughage portion of the ration and supplemented with 0.4 ounce pulverized oyster shell or pulverized limestone per head daily, consumed larger amounts of feed, made considerable larger gain, reached a higher finish and returned a larger profit than lambs that did not receive the calcium supplement.

Soybean growers at Decatur, Ill., Sept. 23 asked for a federal loan program.

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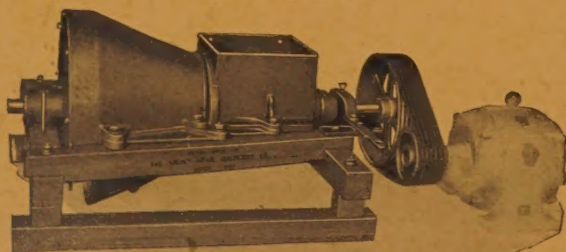
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